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1.

MINUTES of MEETING of
DELEGATES of PROVINCIAL EXECUTIVE COMMITTEES
of the
CANADIAN AIR FORCE ASSOCIATION
HELD AT THE ROYAL ALEXANDRA HOTEL - WINNIPEG, JULY 3rd, 1920.

The following members were present -

Colonel O. M. Biggar,
Vice Chairman, Air Board, Ottawa.

Air Commadore A. K. Tylee,
Commanding Canadian Air Force.

Squadron Leader F. G. Pinder,
Canadian Air Force, H. Q. Staff, Ottawa.

Hon. Dr. Brett, Lieutenant-Governor, Alberta.

Lieutenant W. Gee, Alberta.

BRITISH COLUMBIA

Major R. Ker,
Capt. L. Dean,

MANITOBA

D. C. Coleman, Esq.,
Mayor C. F. Gray,
Major R. P. Featherstonhaugh,
Capt. G. H. Cathcart,
F. G. Mathers, Esq.
E. Speer, Esq.

PRINCE EDWARD ISLAND

Lieutenant H. R. Stewart,

NEW BRUNSWICK

Lieutenant F. S. E. MacRae.

ONTARIO

Major E. Graham Joy,
Capt. A. J. Hember,

QUEBEC

E. Greenwood, Esq.,
Capt. C. C. Falkenberg,

SASKATCHEWAN

Brig.-Gen. G. S. Tuxford,
Capt. R. A. Delhaye,
Lieut. T. H. Spence.

A G E N D A

Part 1, Chairman.

No. 1. Formation of Air Board and it's organization.

- (a) Outlining History of the Air Board to date,
- (b) Incorporation Canadian Air Force Association, June 8th, 1923.
- (c) The reason for incorporation, it's objects.
- (d) Membership.
- (e) Formation of Branches.
- (f) Appointment of Lieutenant Governors, four military and three other members, appointment of secretaries, etc.
- (g) Duties of secretaries, policy regarding publication.
- (h) What the appropriations are to be spent on, powers of Executive Committee.
- (i) Grants of aeroplanes and equipment by British Government and appropriation Canadian Government.

Part 2, Officer Commanding.

No. 2. Outline of proposed Regulation.

- (a) Granting Commission, Classification by duties, seniority, Promotion by selection, Application for commissions may be granted.
- (b) Establishment (principal) allotment to Units.
- (c) Period of enlistment, Attestation.
- (d) Principles of training (training F.O. for our Ground Branch.)
- (e) Duty tours, semi-permanent staff, pay allowances, etc., period of employment.
- (f) Pay and allowances travelling, etc., one-half pay for tours of duty, cost of messing at camp.
- (g) Uniform proposals, issue routine.

A G E N D A (cont.)

- (h) Enlistment of other ranks, length of service, pay allowances, training, tours of duty, issue of uniform routine, semi-permanent staff, recruiting, special trade requirements transportation.
- (i) Accomodation of all ranks at training camp.
- (j) Medical service, medical examinations for officers and men.
- (k) Appointment of tailors in districts. Issue of uniform, officers and men.
- (l) Camp amusements (sports, games, etc.).
- (m) Canteens.
All officers of C.A.F. will be relieved of obligation to R.A.F. special reserve.
- (n) Estimated number of officers and men trained each two years.
- (o) Strength of Canadian Air Force, instructor to officers and men on mobilization.
- (p) Proposal to find out what factories are suitable to produce aircraft.
- (q) Regulations regarding civilian pilots and airmen.
- (r) Efficiency tests for promotion of mechanics.
- (s) Members of Canadian Air Force come under the Pension Act.
- (t) Printing stationery, etc. for provincial offices.

Part 5. Discussion of items under paragraph 11.

Part 4. Other business.

- (a) Royal Air Force Memorial.
- (b) Stunting of machines while carrying passengers by civilian pilots.
- (c) Affiliation Daughters of the Empire.

Part 5. (a) Any new points brought up by members of convention.

Colonel Biggar.

in war. Consequently we shall have to rely for equipment upon the civilian equipment that exists in the country and the success of the Air Force in that respect depends upon the development of civilian aviation. Unless it develops to a considerable extent we shall not have a really effective air force. It is in exactly the same position as the old navy. That originally depended upon the merchant shipping of the country and I think our strength is going to depend upon that and upon the fellows who go in for aviation for sport to supply us with the equipment we shall need in war. You know, of course, that the equipment becomes very rapidly obsolete.

Now as the Canadian Air Force Association is organized provision is made for branches in each Province. The three Maritime Provinces are grouped together as a single branch. They together and each other province under the constitutions which have been passed and which are before you, are to be administered by a committee of seven of whom three are civilians and four members of the Force. The Lieutenant-Governor of each of the Provinces have very kindly agreed to act as Honorary President of their respective branches and they have as you know made the first appointment of the whole seven members, the idea being that as far as the service members are concerned an election should be held at the end of the present year to replace or renew the mandate of the existing four and that the Lieutenant-Governors' duties should, hereafter, be limited to the appointment of the three civilian members. The present committees that have been organized will continue for the balance only of the present year and will be replaced by new committees, four members of which will be elected and the remaining three appointed on April 1st, 1921 and will hold office thereafter for two years, being replaced from time to time for two year terms.

The proposal is that to each of the provincial branches a grant should be made and Parliament has approved this year twenty-five thousand dollars for this purpose for a twelve month period but the estimates did not get put through until two or three days ago. One of the things that we have to discuss is the distribution of that grant and how much the Executive of each branch will require. The idea is that each committee should appoint a secretary who should be paid a salary and should devote as much time as is required to the carrying out of the duties under the jurisdiction of the committee. It is proposed that these duties should consist in - first, keeping a careful roster of all the officers and air men in the Province and second - the issue to the members of the Force, from time to time, their orders to attend for training.

On account of it's cost the keeping of the equipment busy the year around is important and so far it looks as if there was not going to be any serious difficulty in keeping the training camps open throughout the year. The committee will have to provide an office and will be allowed certain expenses for filing material, furniture, etc.

With regard to equipment, the British Government has offered to furnish and have furnished us - we paying only the cost of transport to Canada - about six million dollars worth of material, of which

most is a gift although part of it is for replacement of gifts made during the war. Sixteen machines were supplied from time to time during the war by the Overseas Club, and these are being replaced by selected machines. In addition the British Government is giving us one hundred to which we have no claim. Further we are getting complete material to equip four squadron, about 300 vehicles, mostly motor vehicles, and nine air ships, 32 Bessoneau hangars, certain other hangars and photographic and other kinds of equipment, the total value being between five and six million dollars. Without this we would not be in anything like the position we are. Canadian finances are not in a strong state now and if we had not been supplied with this gift we would have had great difficulty in securing the necessary equipment to do the training although we have as a relief of training in Canada ten machines which the Imperial Munitions Board left with us,

On the whole we are thus in an exceptionally good position to commence training and I do not think we will find the money we have available for this year is too little to do what we should. We have a substantial appropriation for the replacement of equipment, as well as for the carrying out of the training of the Force.

Commodore Tylee will give you the proposal for the constitutions and training of the forces. He and his staff are the only members of the force who have so far been actually appointed. Under the Air Board Act the Board has power to employ such officers and men as the Governor-in-Council approves. The only authority that has so far been given is for the appointment of headquarters' staff of six - three officers and three other ranks. These appointments are the only ones which have been made. Commodore Tylee will indicate to you what his proposals are and I would suggest that you should hear his proposals as a whole and then, having gone through them, we can discuss them, clause by clause, and make any suggestions and alterations that seem to be necessary.

Commodore Tylee.

The idea that I am going to tell you about are merely the proposals that we are putting forward to the Privy Council, in our Regulations, for their approval. Before commencing, I wish to say a word about the gift from England. Colonel Biggar that this equipment was worth between five and six million dollars. These values were disposal Board values, and if we had to replace the equipment today it would cost us at least fifty percent more.

The first item on the agenda is Granting of Commissions, Classification by Duties, Seniority, Promotion of Selection and Granting of Applications for Commissions. I will read first, a ruling of the Air Board on the question of seniority and granting of commissions.

"The Vice-Chairman reported that the numbers of ex Royal Air Force flying and ground officers who had applied for commissions in the Canadian Air Force were approximately 650 and 400 respectively, and recommended that for the purpose of the grant of commissions in the Canadian Air Force to these officers the following rules to be applied:-

Germodore Tylee:

In simple words, Paragraph 1. means that the seniority in the Canadian Air Force will depend on the acting rank and the date of the appointment to that acting rank that officers had in the Royal Air Force. We all know that nobody paid any attention to their substantive rank during the war.

Paragraph 4. was inserted to give us opportunity of accepting applications for commissions from officers made after the closing date for applications of June 5th. It means, in simple words, that if an ex-E.A.F. acting Major applies now for a commission in the C.A.F., that he may be given a commission with the rank of Major. He will, however, be placed at the bottom of the list of Majors in the graduation list.

The next sub-heading on the agenda is establishment (principals) allotment to Units. The only excuse for the formation and the existence of a Canadian Air Force is it's use in time of war. We have got to train people so that after ten or fifteen years we will have available, in the event of war, a complete flying corps. This flying corps must be complete in all details with it's own ground units, supply units, communication units, as well as war units and training units. We will work out, as soon as possible, a paper war organization, and the aim will be to train individuals so that they can be allotted to the various niches in this organization to make it complete. When this is completed, we can, in the even of a national emergency, immediately complete the actual formation of a self-contained air force.

I would like to point out here a difference in principle that we wish to emphasize between the present militia idea and our air force idea. In the militia a man is a soldier for two weeks in the year and a civilian for the other fifty. Our idea is that everybody who joins the Air Force will be an Air Force man twelve months of the year, will be on duty one month every two years, and will be on leave the rest of the time. We do not want a man to come into the Air Force unless he realizes that by doing so he pledges himself, in the event of war, to immediately go to war or to undertake the duties which he is ordered to undertake that day. We don't want him, in other words, if he is not prepared to go into his particularly located place of our wartime organization on the day of mobilization and to carry out the duty of that particular place,

The next section - Period of Enlistment and Attestation -
An officer joining the Canadian Air Force joins for an unlimited period.

The men will be enlisted for periods of four years. I would like very much to make it four and four, but I have been told by men who have had experience in recruiting in Canada that it would be very much easier if we would make the terms a straight four year enlistment, subject to re-engagement for another four years at the option of the individual.

The next section is Principles of Training. I have touched on the idea of training all flying officers in some ground job. As far as flying is concerned, and as nearly as I can work it out, from the amount of money available for flying, we will be able to give each flying officer from eighteen to twenty hours flying during the month that he is in camp. I am glad to be able to tell you that Major Scott Williams

Commodore Tylee:

has accepted the appointment of the first officer to look after the Avro squadron at Borden and to take charge of the flying training in camp. He will commence work, I hope, next week. We have already obtained the services of several old Gosport instructors, and I hope during the next three months Major Williams will be able to pick out and train the necessary flying instructors for the next nine months. Officers going to camp will have to realize that they will be required to take dual instructions on arrival in camp and will continue on dual instructions until passed fit for solo flying by the camp instructors. It is absolutely necessary for us to cut down casualties and crashes. We have no money available this year for replacing a lot of broken machines. Further, it is peace time and it would do the Air Force and aviation in Canada a great deal of harm if we have many flying training casualties. After an officer has passed his dual instruction he will go solo on Avros. He will then be allotted either ~~the~~ to the S.E. 5 flight to the D.H. 9 A. flight or to D.H. 4s. Here again he will be required to take dual instruction under competent instructors, picked out by Major Williams and will not go solo on these machines until his instructor declares him fit to do so. I might say that we have two S.E. 5's fitted with dual control.

I would like to point out here that the Air Regulations, 1920, controlling civil aviation, have certain paragraphs on dangerous flying. These paragraphs carry civil punishments. If an officer takes a military machine, and against orders, breaks these regulations, he will be turned over by the Air Force to the civil authorities for punishment. Is he should happen to kill a passenger, or any of the public, by crashing in any village or municipality, he will be liable to prosecution under the Civil Code for manslaughter. And I, personally, would do in such a case what I could to see that he was prosecuted.

The next section is Duty Tours, Semi-permanent Staff, Pay Allowances, etc., and Period of Employment. The tour of duty for instruction has been laid down as one month in every two calendar years. I want to answer here, if possible, a lot of questions and complaints about the length of this tour of duty. In the first place, from a flying training standpoint, if a man is in camp only two weeks each year, he will in all probability spend all his time on dual instructions, as it is probable that it will take more than two weeks of dual instruction for the average man who does do any flying, between his periods of instruction, to be fit to go solo. I think that most of the complaints about the length of this tour will come from Ontario where it is so easy and takes so short a time for a man to get from his home to camp. Any officer living in the West will use up four or five days at the beginning and end of his training going to camp and returning. It will therefore, be just as easy for a man living in Vancouver, for instance, to get off for five weeks as to get off for three. There is one other point that affects us in this question. We have very little money available this year. Travelling expense accounts will necessarily be very great, and it will be absolutely impossible for us to pay the travelling expenses and the pay of the officers and men while travelling each year.

You will note the words Semi-permanent Staff. No appointments in the Canadian Air Force are permanent. Officers holding administrative or staff positions will be changed continually. However, it will be necessary to keep certain of our personnel on duty for from three to six

Commodore Tylee:

months. This personnel, I have termed, for matter of convenience, "Semi permanent." By changing this semi-permanent personnel judiciously, the continuity of administration need not be interfered with. Ex-R.A.F. officers will remember that very few officers or men stayed in any one camp or station for more than four or five months and this change had no injurious effect on the stations.

It will be unfair, however, to pay the same rates of pay to an officer reporting to camp for his month's tour of training, and to the officer of the semi-permanent staff, who is staying on the from three to six months. It is very much easier for anybody to get away for a month than to get away from his civil occupation for, we will say, six months. We are therefore, proposing to the Privy Council that the semi-permanent staff will be paid full rates, - these rates approximately the existing Royal Air Force rates, and the officers going for their month's tour of instruction be paid half of these rates.

In the Royal Air Force as you know, there were four or five different rates of pay, classified by duties in the same rank. For instance, there were four kinds of warrant officer first class, all drawing different rates of pay. Remembering that we propose that as soon as possible all officers in the C.A.F. will have been, at some time during their career, flying officers, we are proposing that the rate of pay for any rank will be the same, no matter what duty the officer or man is employed on. One outstanding injustice in the former method, was that of medical officer. The poor medical officer on whose judgement we had to rely so much, was paid about half the rates in the same rank, as a flying officer.

An officer's or a man's pay will start from the day he leaves his home and will continue to the day that he gets back home. He will be given his transportation, including berths and meals on the train. Ordinarily a man will go straight from his home to the camp, with no stop-overs. He will, during this period, get no allowances. Pay, by the way, will be a consolidated pay including all usual allowances. There will be no allowances in our regulations with the exception of travelling allowance under certain conditions, and subsistence allowance, when a man is on duty in a station where no public quarters or meals are available. If a man has to be sent from camp to collect a machine, or perform some other Air Force duty, he will be given, during the days when he is not actually travelling, a travelling allowance.

I have not been able to yet work out accurately the cost of a ration or the messing charges for officers in camp. All personnel in camp will, however, draw rations, and I think that one dollar per day, per officer will cover the messing charges. The men will, of course, have no messing charges. We are proposing to use for ration system a combination of the English commuted ration system and the American system. In this way, various staple portions of the ration are laid down and large substitutive powers are given the local messing officers. We found by using the American system, the men's food could be varied and that they were consequently very much better fed under this system than under the Canadian ration system.

Subsection "G"

We have to "cut our uniforms according to our cloth." We have got to be economical. We must not have any flashy uniforms and we have not the money to do it. We are proposing to make a uniform grant to all officers and give the men their uniforms. We cannot do that if we are going to spend a lot of money on our uniforms. We are therefore proposing as far as the officers are concerned to issue a tunic, and a pair of slacks, and a hat, and I hope a rain coat. That will be the working kit which should be worn in camp, then there will be overalls which will be issued at camp and sidkit suits for flying. At the present time that will be worn with a blue shirt and blue collar and for mess the blue shirt will be changed for a white shirt and white collar. That is we hope democratic and economical.

As far as the men are concerned we want to give them a uniform that will be smart and that they will like. Among the first things to be criticized in a uniform is the high collar on the tunic. We are proposing to give the regular roll collar and issue two blue shirts and four collars and a black tie, and also give them slacks. Now, people, will say you must give them breeches because they look so much smarter. I must admit we are used to breeches but at the present time we can be dressed just as smartly in slacks. We have saved the officers the cost of a pair of boots, puttees, etc., but with the men we have to issue their boots and puttees. It would be a tremendous expense and run into thousands of dollars to provide breeches. If we can get along with the slacks this year there is no reason why it will not be possible to have breeches later on. At the present time we have got to cut down. Now another thing comes up - the issue of the officers' uniform. There are two ways to do it. One way is to make a uniform grant to all officers. If that is done, the idea of the grant is such that no officer is to have any expense in getting his uniform.

The forage cap for the Junior officers and the field cap for the senior officers makes a difference of perhaps \$20.00 in the uniforms. If you give the uniform grant we will say it will buy the Field officers' kit. The most economical way therefore is for the Government to pay the actual cost.

Subsection "H",

I have necessarily covered a great many of the points of this Section already. I would like to say that in working out the proposed pay for the men, that we have used a comparison with the Imperial rates of pay at present given in the Artillery and Infantry, the present Royal Air Force pay, the old C.E.F. pay, skilled and unskilled, and the pay of the Royal Canadian Mounted Police. Our rates of pay vary from two dollars per day for the second A.M. to four dollars and ten cents per day for the warrant officer. The Mounted Police get a minimum of two dollars per day, the skilled C.E.F. a minimum of two dollars per day, and the Royal Air Force one twenty a day. On these rates, a mechanic on a tour of instruction, if he is a second A.M. will get one dollar a day, his food, clothing, medical attendance, etc. We are proposing to abolish the Royal Air Force rating of third A.M. Men going to camp for a tour

so will be tremendously incomplete. It will necessarily have to be. The people will be put on these paper organizations after they complete their tour of duty. It will be necessarily in a tremendously skeleton condition and there should be no object in bothering the Provincial Committees with it except in cases of emergency."

Capt. Dean:

"In connection with this point I would like to know if you were going to draw from the various Provinces pro rata in accordance with the number of applications to fill up the establishments with the number of training squadrons which you authorize."

Air Commodore A.K. Tylee:

"That is not the case. We will draw pro rata from the number of people in the Air Force from each Province as far as possible the proportionate number of people in each rank for training purposes. That more or less answers the other question at the same time. For instance, if we have vacancies available for so many people we will call for the people from all the Provinces and we will certainly attempt as far as possible to divide it up in that way. Some months, on account of climatic changes in the country, some places will want to send more people in proportion at different parts of the year. We will call for equal numbers from the Provinces. We will find out who is available from the different Provinces and aim to have the number of representatives in proportion to the number of people in the Force.

(C) Period of Enlistment, Attestation.

Capt. Hember:

"We have already been asked in regard to the period of enlistment and in connection with the age limit or age at which a man will automatically have to retire. Air Commodore A.K. Tylee said this morning that the period of enlistment was four years. I understand that Imperial and British K.R.&O. also provide for re-engagement. Perhaps it would be useful to delegates here if you could tell us what you have in mind in ~~connection~~ connection with that."

Air Commodore A.K. Tylee:

"As far as officers are concerned they do not enlist for any period at all. People who were recruiting when the war was on said we would have great difficulty to get people to enlist for four years and for a further four years, that if they enlisted for four years and with the option of a further four years we would have more success. As far as ages are concerned it seems to me we should lay down as a matter of principle that we should follow the age limits as set down by the Royal Air Force. If we ever do have another war we will be working very closely with the Royal Air Force and we ought to have similar conditions. I want

to bring out this added idea to train people in a side line so that when a man 32 years old is supposed to retire from flying duties that he does not have to retire from the Canadian Air Force if he wants to stay on. He would then be available to stay on one of these other jobs. I would mention one case that of O.C. Pilots. In this job a man would get a little flying but not over the actual line. A man retired from active flying but still on the strength is just the man for that particular job. This age limit has been laid down for average conditions by the medical people, it is not laid down arbitrarily. There are always side line cases where a man of 50 or 60 may be just as good as a boy of 18 or 20. We will have to work out an average.

Major Ker:

"I presume that the ordinary mechanic has the same opportunity to choose his time to go for training as the officer and if he would ask to go on the semi permanent staff he could not be forced to do so."

Commandore Tylie:

"That is correct."

Lieut. Spence:

"With reference to the length of the period of training. I was wondering if it was the time to discuss this. I would suggest that the Air Board pass a rule that employers should allow employees to attend training camps and that some arrangement would be made whereby the employee would give the man a guarantee to hold his position vacant for him."

Commandore Tylee:

very "I do not think that anything permanent can be laid down. I am/sure the employees will do all in their power. We cannot tell the public to let the men go and guarantee the job back."

Mr. Coleman:

"I think as a matter of practice there has never been any complaint about employers making proper provision for employees to get leave of absence - that is the rule with respect to the railways."

Major Ker, Victoria:

"Under this heading of temporary appointments I understand would come the head staff of the Canadian Air Force, which is on a semi permanent basis and same applies all the way down. Is this not going to cause great confusion in replacing people in the permanent staff even when it comes down to squadron force."

Commandore Tylee :

"No, as you will remember the officers were changing all the time at camps during the war and nothing serious happened. They would change one man at a time; of course not a complete staff and in this way continuity of administration was not affected."

Major Ker:

"They were just changing from one station to another - a man who comes up from civil life would have lost touch. I should think that this would lower the efficiency of the force, I mean in changing too much."

Commandore Tyler:

"Our whole object is to train personnel, officers as well

Commodore Tylee: (Cont'd)

"As men and administrative inground officers as well as pilots, and we are entitled to spend money in this training just the same as in training pilots. As far as flying is concerned with the number of pilots to be trained each month, the station should be run to be economical, as a T.D.S. or single squadron. If we did that we would only have a major in command. On account of the corps being a training corps, we want to train squadron commanders and flight commanders, not on account of the flying only but to train the various officers in administration duties. our flying cost per hour is certainly going to be high here in this peace time training than in war time, now that we have to train all these various fellows. We will in this way have to train for each position of our semi-permanent staff three or four fellows every year."

Major Joy:

"May I ask whether the men will be paid full pay when on semi-permanent staff?"

Commodore Tylee:

"Yes."

Capt. Dean:

"As I understand it every man in the Canadian Air Force has to spend at least 28 days in every 2 years in training. What will happen if they do not report for training?"

Commodore Tylee:

"They will lose their standing in the Air Force. Certainly if a man is going to do this he is not going to stay in the Air Force. The Air Board have the privilege in exceptional cases to consider the case and allow him to retain his Commission. It would be an exceptional case only. If a man for instance broke his leg and was thus prevented from attending for his time of duty the Air Board would take special action in his case."

Capt. Dean:

"I think the question to now come under our consideration is how many training camps there are going to be. At the present time there is I believe only Camp Borden."

Col. Biggar:

"There has been a provision of not a very large sum of money towards a second training camp, and while there has been no decision about it, it is possible it may be in B.C. Investigations have been made that indicate that from a weather point of view and other reasons B.C. is the proper place to use for a second training station, and we hope that during this year we will be able to get the Board to act."

Capt. Delhaye:

"Do I understand that while an officer is in training he would receive half pay. What is the pay of a lieutenant?"

Commodore Tylee:

"Yes, he gets half rates while under instruction. The proposed full rates are:

\$6.00 second lieutenants

\$6.50 for flying officers

\$8.00 for flight lieutenants - that is Captains.

These are consolidated rates including pay and allowances and the only allowances other than these are travelling allowances."

Capt. Hember:

"I think it would be interesting to know what would be the attitudes of the Air Board and the officers representing the air force with regard to shorter periods of time spent in training camps for officers and men coming from the different provinces."

Commodore Tylee:

"Personally, I would be very much against making a break in such a rule. For a man who lives near the camp a day's travelling would about do it. If he is coming from Vancouver, Winnipeg or somewhere else in the West, he would be travelling from 4 to 8 days. If he is going to go for the two weeks training he would spend so much extra time travelling that it would make no real difference if he stayed in camp 4 weeks. This business about two weeks and four weeks is coming principally from Toronto and Ontario, where they can come up over night."

Capt. Falkenburg:

"I do not think there is any doubt that one of the greatest difficulties there will be, will be for people to get off work for this period of time. The average fellow in an office will get about two weeks holiday per year and unless he is prepared to sacrifice his two weeks holiday he will have to forego training unless the Air Board can arrive at some understanding with his employer. Have you any proposal to put forward to employers as to how they are going to go about this so that the men will not lose their holidays? Fellows will have to be very patriotic to do that."

Commodore Tylee:

"Two weeks is being asked in individual cases, because it is easy for men to get away. In almost every business there are certain periods of the year that are more or less slack. There are very few cases where men will not be able to get away for a month. There will be no trouble about civil service, banks, railways, etc. and it will work a hardship on very few. One suggestion regarding ground officers who want to go for two weeks - It would make very little difference from a strict training standpoint and it would only be a matter of dollars and cents. We have not got money to pay for transportation and pay of men while travelling every year."

Gov. Brett:

"Will the men get a certificate showing their efficiency after twenty eight days training?"

Commodore Tylee:

"Notation would be made on his papers kept at Ottawa and by his Provincial Committee, which he is at liberty to use at any time. A complete record and efficiency standing will also be kept."

Lieut. Gov. Brett:

"It has been represented to me by parties engaged in commercial business that they anticipate a revenue from teaching pilots to fly and that these 28 days with the Canadian Air Force is going to spoil their chance to give this training. Do you not think it will interfere with their training? I thought the 28 days course would be like going up for examination for a certificate of efficiency."

Commodore Tylee:

"It will probably be two years before anyone would be taught to fly. "

Lieut Spence:

"I would suggest that the Air Board might take some steps to approach employees to assist in having employees who are members of the C.A.F. take training. If the Air Board takes such steps, arrangements might be made if necessary to put it through the legislature. The Provincial Executives to follow it up and get business men to be sympathetic towards the movement, to make the Air Force a success. "

Major Ker:

"I support the suggestion. Even if the Air Board sent out announcements to heads of firms. It is a courtesy and might help matters which otherwise would be overlooked, if the employee simply asked the employer for time off."

Mr. Coleman:

"I do not think we should overlook the fact, as I understood the explanations this morning that Provincial Executives have very large powers in arranging dates of parties going to camp. Men are not to be arbitrarily called up to go for training, but given plenty of notice to arrange the time to his own satisfaction."

Commodore Tylee:

"Yes. The Executives will be given ample time to arrange their parties."

Brig.Gen. Tuxford:

"I would like to refer to the matter of travelling expenses. I am talking entirely from the standpoint of economy. It is absolutely necessary to make our money go as far as possible. Consequently would it not be possible for head quarters to issue through provincial executive travelling warrants. The provincial executive meets at some

Brig. Gen. Tuxford: (Cont'd)

"City and they travel from all points of the Province each man paying his full rate of fare. If travelling warrants were issued by head quarters at reduced rates it would mean a considerable saving."

Commodore Tyler:

"That has been taken up and I had hoped that authority would come through before this. The warrants when out will cover transportation, berths, meals, etc. and the idea is that these books will be sent to the provincial executives who will notify us of the use of same. They will be used on refund."

Lieut. Stewart:

"Would these be paid by the Air Board or the Provincial Executives?"

Commodore Tyler:

"By the Provincial Executive for provincial executive work and by the Air Board on C.A.F. work."

Capt. Delhaye:

"Of course, I understand that we cannot afford to give very big pay, but a Lieutenant gets half of \$6.00 full pay while in training after deducting \$1.00 a day for messing, and leaves \$2.00 a day. Supposing the gentleman is married the pay is very low and even if he is a single man he has to keep his room. Therefore it would leave him very little. I think the Flying Officer would be out of money."

Commodore Tylee:

"Of course the only answer is that we have only so much money to spend and we have to spend it that way."

Col. Biggar

"There is another answer and that is this - Pilot Officers or 2nd Lieutenants will ordinarily be young men under 21. Now there are comparatively few men in civil life in this country who after they have paid their room, board, etc. have \$60.00 a month for a month for Theatres and Cigarettes. They get lodging, board, medical attendance, and everything they need and they have \$60.00 a month pocket money. Pretty reasonable, it seems to me."

Lieut Gov. Brett:

"Have you that amendment ready, Mr. Spence?"

Lieut Spence :

"Yes - That the Air Board support the Provincial Executive Committees in approaching civilian business organizations to obtain their assistance in making the C.A.F. training a success by granting the necessary term of leave, to such employees who may be enlisted in the CAF for the purpose of taking their training, their position with such a civilian firm to be left open for their return after completing their term of training."

Lieut Gov Brett:

"Proposed by Mr. Spence and seconded by Major Kerr. Are there any further remarks to be made? All in favour. Carried."

Pay and Allowance, Travelling, Etc.

Major Joy:

"Could I ask that the Expression 'Half Pay for Tour of Duty' be explained again? "

Commodore Tylee :

"A man on a tour of duty ordinarily goes up for 28 days every two years. The rest of the time he is considered an Air Force man on leave. He arranges with his Provincial Secretary that he will do this tour of duty for 28 days. From the day he starts from his home town he will draw half pay or half war time rates, until he gets back to his home town. That is his tour of duty. We will get our instructors that way. If they turn out to be good fellows and would make good instructors, they might be so employed and they would that day start on their full pay. "

Capt. Hember:

"I want to ask one or two questions under Section 1 but as some of that comes under messing at camp I will ask it now. In regard to married officers whose wives may be in camp - What arrangements will be made for messing for the wives and families? "

Commodore Tylee:

"The proposal is this. There is one very large room which we are partitioning into two dining rooms, one for married people and one for single people. We have taken one of the officers' buildings which had all single rooms and we are fixing that up for married quarters. We are fixing up one sitting room in a minor way, chairs and sofas, etc. and one general sitting room for everybody. As far as accommodation is concerned we propose that we supply the rooms and there will be enough rooms so that practically everyone will have a bedroom and a sitting room, and the officer will pay the messing charges of his wife.

Capt. Dean:

"It has just been explained to us that the big dining room will be partitioned, one side for unmarried officers and the other side for married people. I would like to ask if that partition will be sound proof.

Commodore Tylee:

"It will if necessary. Of course, we propose to have at least one formal night a week in which all the officers will attend, and it will work out that Saturday and Sunday night as well will be dress on account of week end visits to camp. I am sure that as soon as people get out there there will be Saturday night dances. If the wing commander is married, he would have to sit at his own table and look after the mess and not in the married quarters."

Capt. Cathcart:

"Is there any provision made for travelling warrants for wives travelling down there? I think there should be some difference between the pay for married men and the single men. It was recognized in the Great War that there was a difference between the married men and the single men and there should be the same provision here. The married men should get a higher rate than single men."

Commodore Tylee:

"The warrant books are being gotten ready now and will soon be available. The question of separation allowance has been discussed and it will no doubt be put to the Privy Council for approval."

Major Ker:

"In that connection about the warrants for wives of married officers and men. It would make a great difference to those coming from the west who are possibly getting semi-permanent jobs. If they are not offered extra allowances it would mean that in the west there will be very few married men on the semipermanent staff. And the West won't get the same chance."

Commodore Tylee:

"There is absolutely no trouble in filling any vacancies existing. The boys seem very glad to come along."

Major Ker:

"There might be some men out west who would be very anxious to go, and that would be an obstacle in the way."

Commodore Tylee:

"They would be getting appointments of from three to six months and could afford his transportation, considering that married quarters will be furnished free of charge and that the only charges will be missing."

Uniform Proposals, Issue Routine.

Lieut. Spence:

"With reference to uniforms. I believe ~~foreign~~ ^{forage} caps should

Lieut Spence (Cont'd) :

"Not be considered, and if slacks should be worn, they will certainly look odd. Some fellows would not look dressed."

Commodore Tylee:

" I certainly would say that I saw enough people with slacks and forage caps in London, and they did not look too comical. The question of the uniform comes down to the question of economy and we have just so many thousand dollars to get uniforms, etc., and we can get this uniform where we could not afford to get breeches. Accept the uniform we propose now, and get it known throughout the country, and next year we can change and embody it in our estimates. But I do not think it is fair to expect officers to pay for their own uniforms, or to cut down flying hours for the sake of dressing the officers up in field boots and breeches. If you want them all dressed up, cut down the flying hours and we can do it. Keep the uniform economical and do away with mess kits for this year, and get the work started in on a business basis. Next year, add what we want to it. It strikes me as being rather foolish to do that now and have the public thinking we are spending too much on our officers' dress.

Capt. Falkenberg:

"Every officer we will get for the next two years will have seen service in France. Why should we go and invest a lot of money in uniforms for men who will wear them only for a month or so, when they might as well wear the uniforms they have at the present time."

Commodore Tylee:

"There are several things against the use of old uniforms. We would not get the men dressed the same at any one time, nor probably dressed in the same manner. You will have odd uniforms and some of them will have belts and some will not. It will do away with any opportunity of making our corps look smart. This should be done economically in starting out, and the uniforms suggested would be smart and we would gain in the men's minds, and it is worth while spending money on a uniform, provided we do it in the proper manner."

Capt. Falkenberg:

"As far as the men go, I think we should have new uniforms, but the samples, etc., I saw today, are the same old G.S. tunics. Why should the old tunics not be dyed? There is no reason why they should not be."

Capt. Hember:

"The probability is that the uniforms have already been dyed, and are partly worn out, but on this question of uniforms, I presume that when an officer's dress becomes untidy, he is entitled when under a commission of the C.A.F., to apply for uniform allowance to be made to him. That being so, and getting his uniform, he has the privilege of not coming up for training say for probably twenty three months after that. Have you any means by which the Air Force can protect itself for the expenditure?"

Commodore Tylee:

"The man does not get an order on a tailor for a uniform until he has completed arrangements for a tour of duty. They will be bound to know some time before they leave, and it is supplied at the point they leave from".

Brig. Gen. Tuxford:

"I would like to ask, if the great bulk of the material comes from the Old Country, would the Government remove the duties payable?"

Commodore Tylee:

"Arrangements have already been completed to obtain cloth from from another Government Department, at 1916 figures".

Brig. Gen. Tuxford:

"I would also like to say that every officer who has seen front line service, has a great pride in his record. Authority has been given by the War Office to wear on the General Service ribbons, an oak leaf for having been mentioned in despatches. There have been numerous officers who have done actual flying and fighting, and have officially brought down German planes. Perhaps a man has brought down ten planes, but he has nothing to show for it. Would it not be possible to have some mark of distinction on the uniform to show this?"

of instruction will not be called upon for cook-house and sanitary fatigues. We are putting in the camps a certain amount of civilian staff to look after this work. The men will, of course, be required to look after their own barrack rooms. Our general procedure for recruiting and attestation will be as follows - If a man held rank in the Royal Air Force, he will be given that rank in the Canadian Air Force. If a man joins the Canadian Air Force, and has had no previous Air Force training, he will be enlisted as a 2 A.M. Attestation papers will be made out by the Provincial Executive in duplicate and completed up to the point where the attestation is confirmed. This will require a rough medical examination of the man. One copy of this attestation form will then be sent to C.A.F. headquarters by the Provincial Executive and the other copy, the original, will be taken by the man to camp. On arrival in camp, the man will go to the grade testing party, where his attestation will be confirmed, and according to his suitability he will be given his rank. This copy will be completed by headquarters and returned to the Provincial Executive concerned, for filing.

I do not anticipate that we will have any difficulty in getting men to go to camp for this tour of instruction. I think it is generally conceded that general business conditions are not improving, and that there will be this winter and next spring and summer, a good deal of unemployment. If the camp is attractive, and the men are well fed, and are comfortable, and this gets known, throughout the country, the men will be anxious to go. Of course, the semi-permanent staff of men who will get the full rates of pay will be recruited to a great extent, from the men going to camp for a tour of instruction. If a man on tour of instruction shows that he is better in any particular job than a man on the semi-permanent staff, the commandant of the station will undoubtedly keep the better man.

Arrangements are being made for married quarters at camp for the semi-permanent staff. There will be so many available for officers and men. If these quarters are not filled at any time, by married semi-permanent personnel, they will be available for the use of the married personnel during the tour of instruction.

There are thirty or forty different trades listed in the air force. Out of this number, there are only eighteen trades that need special air force training. For example, motor drivers, motor cyclists, etc., do not need special Air Force training. They, of course, do need training in Air Force discipline, drill, etc., but in the event of mobilization, they could be recruited and quickly given this training. We will, therefore, devote our energy and available funds to the training of these eighteen specially trained trades. A few others will be necessary for the administration of the camps, but these would only be taken on as the necessity calls for their employment. The men will get transportation and pay the same way as explained for officers. Our proposal on shipments of personnel to camp, is that each Province would have one shipping day a month and these days will be so arranged that there will be a shipment arrive in Camp once a week.

Sub-section "I".

I have already said that married quarters will be available

at Borden when training starts next month. Camp Borden cost a million and a half dollars. There are a hundred and twenty one buildings in the camp, exclusive of the buildings put up in the Militia Camp by the Department of Militia and Defence. I have seen every important station in England and I think without question, that there was not a single station in England that could compare with Camp Borden. I might say here that this camp was given by the Imperial Government to the Canadian Government. With the size of the present proposed Air Force, there is more than ample room in Borden for the accommodation and comfort of all ranks.

Sub-section "J".

We have got to be particularly careful in our medical examination of officers and men as we are proposing to take amongst others, men who have been already medically boarded out of the Royal Air Force, and some of these people are now drawing pensions. Our medical arrangements have been outlined as follows - We propose to have a medical officer strength of headquarters. We will have in each Province, one head doctor, comparable to an A.D.A.M.S. We will have in as many cities and towns throughout Canada as possible, medical officers who are familiar with medical requirements of the Air Force. An officer or man making arrangements for a tour of duty at camp, will be roughly examined by the nearest Air Force doctor. This examination is only to state whether in the doctor's opinion the officer or man is medically fit to roughly carry out the duties for which he is going to camp. On arrival in camp, the officer or man will be properly medically boarded and the necessary entries made in his medical history sheet.

A hospital is being fitted up at Borden, and a medical officer, I hope, will be on duty there by the middle of this month. We will attempt to build up on paper a complete medical organization. One proposal to accomplish this is that we should take each year on our strength, ten or twelve fifth year medical students, giving each of them a tour of duty in camp. After that, they would be available in whatever locality they started practice to make the local examinations of our Air Force personnel. They would be kept up to date with the results of all medical research, and would thus be available in time of war, to carry out Air Force medical duties.

We are including provision in our regulations for nurses. At present, no nurses will be enlisted, but we hope this will be possible by next year. Borden is so near Toronto that if the services of a nurse are required, we can get one from Toronto in a very few hours.

I would like to say here we are not starting a competition with the Canadian Army Medical Corps. We are working hand in hand with them, and will have to call on them for a long time to come, for a tremendous amount of assistance. It is generally appreciated however, by the medical profession that doctors should have special training to properly care for Air Force personnel.

Sub-section "K".

The issue of uniforms to officers and men has given me a

good deal of worry. I want to give a grant for uniforms to all officers and to issue all uniforms to men. The cost of an officer's uniform varies with the officer's rank. The difference between that for a second lieutenant and that of a Colonel being about twenty five dollars. The principle we should work on if we give a grant at all is that uniform should not cost any officer anything. By giving a money grant, therefore, we will have to give a sufficient sum to pay for the most expensive uniform. This would mean the junior officers would all be given an unearned and undeserved sum of perhaps twenty five dollars. This would run to thousands of dollars. I am proposing, therefore, the following: That we obtain prices from a number of tailors for the different ranks, and that we in this way establish a fair price throughout Canada for the uniform for each rank. Any tailor then in Canada who will be willing to make these uniforms at these prices, would be recognized as an official tailor. An officer then, making arrangements for his first tour of duty at Camp, would, on completion of these arrangements, receive a form from his Provincial Executive, which would be an order on a tailor to make and deliver to him his uniform. On completion of the uniform the officer signs this form accepting delivery, and the tailor submits the form through the Provincial Executive, to the Air Board, for payment. In this way the Government would pay only the actual expense of the various uniforms.

The experience of the Canadian Militia has been that only about fifty percent of the men (not officers) come back to camp, for training. I think our percentage might be twenty five. If now we issue to the men their uniforms, let them take them away with them, we will have to stand the expense for replacement each year for uniform for twenty five percent of the men attending camp. I think it is important however, that the men should have available for use in parades, or other military functions in their homes, a complete set of uniform. I am proposing therefore, the following procedure: Men will report to camp for their first tour of duty in civilian clothes. They will there be issued with their complete kit. On completion of their tour of duty, their kit will be withdrawn and shortages charged, against the men's account. Uniforms will then be repaired, cleaned, marked and packed up. They will then be sent to the Executive Committee of the Province in which the man lives. I think that it will be possible for the Executive Committees to arrange with local armories for space to keep these uniforms. If then, there is a parade or military function, in any town in Canada, the Air Force personnel in that town can draw their uniforms for that function. It will be necessary to have the uniforms scattered over the country anyway, to make them available for mobilization.

Sub-section "L".

Camp amusements and sports and games will, I consider, be necessarily a very important thing for the Air Force. If the Canadian Air Force is to be successful, it will be necessary that all members of the force are tremendously enthusiastic and keen about it. The quickest way to accomplish this, is to make sure that when a man or an officer has completed his first tour of duty, in camp, and gets back home, that he will tell all his friends how wonderful the camp was, how much he enjoyed it and how much better he is feeling physically. To do this will mean the expenditure of quite a little money on the camp immediately.

We have no funds at present to start officer's messes or men's canteens. I think you will agree with me that in flying camps a lot of things that we consider necessities, other people might almost consider luxuries. The Government will, of course, furnish the camp with necessities. This will not in any way be sufficient. I have already written to England for the return of the balance of the central messing fund of the R.A.F. Brigade in Canada. I hope we will get it, but that will only be a drop in the bucket for what is necessary. I am going to ask you today to start some scheme for a fund for camp comforts. We want immediately thirty five thousand dollars to spend at Camp Borden. I cannot emphasize too strongly my idea of the importance of obtaining and expending this money immediately. We have at present at Borden, one tennis court. Another one is immediately required for the men. We have a beautiful swimming pool and we have laid out a nine-hole golf course. This golf course is now unplayable and a good deal of money will have to be spent to make it so. We want immediately a piano for the officers, and a piano for the men. We want pool tables, and complete sporting equipment.

I am laying out the daily routine of work in camp, to include a great many hours devoted to sports and exercise. This will be obligatory and if an officer or man is not willing to spend these hours at tennis, golf, baseball, etc., he will have to spend them at physical training or calisthenics.

One thing I would like to bring up right now. A certain amount of drill is necessary, and I want it clearly understood and clearly pointed out to every officer or man, before he makes his arrangements to go to camp, that he understands that he will have to drill for a half hour each day. It is absolutely necessary that officers and men know how to stand properly at attention, how to salute properly, and know squad drill with and without arms.

Sub-section "M".

I have covered this when speaking about camp amusements.

I notice a note on the agenda concerning obligation of officers to the R.A.F. special reserve. A great many officers in Canada, on being demobilized, were informed that to get their gratuity, it was necessary for them to join the R.A.F. Special Reserve and that if in the future they did not carry out the terms of training as laid down for the Special Reserve, they would have to refund their gratuity, or a portion of it. The Air Board took this question up with the Air Ministry, and were notified by the Air Ministry that anyone joining the Canadian Air Force would be released from all their obligations in the Special Reserve, and that an officer in the Canadian Air Force could not hold his Commission in the Special Reserve of the Royal Air Force. This will be notified individually to all officers who apply for commissions in the Canadian Air Force.

Sub-section "N".

The number of officers and men who can be trained each year depends entirely on the amount of money available. We are rather in hopes that during the next two years, to train approximately fourteen

hundred officers and four thousand men. In picking out from the applications the officers that we will take in camp first, due consideration will be given to the war experience of these officers. I hope that we will have enough officers coming up from training who have seen service in France, to give us full courses for the next two years. It will at any rate probably be near the end of next summer before we will have to start any elementary flying instruction. With these proposed numbers, it works out that we will take care of about forty officers and less than two hundred men each month. Of the four thousand men, that we propose to train, we wish to have them as far as possible, divided amongst the eighteen specially trained trades that I have already spoken about. A list of these trades will be sent to all Provincial Executives with the request that recruiting be done in these trades only.

Sub-section "O".

Based on the amount of money available and the number of applications so far received, a submission of proposed establishment of fourteen hundred and thirty five officers and four thousand other ranks, has been passed by the Privy Council. Realizing that these four thousand other ranks will be made up principally of the eighteen specially trained trades, our actual mobilized strength will be easily raised above these figures.

There seems to have been some doubt in the minds of officers who are considering applying for a commission in the Air Force as to arrangements concerning their time of reporting for tour of duty. The fixing of this time is absolutely in the hands of the individual concerned. C.A.F. Head quarters will, from time to time notify the various Provincial Executives as to the number of men, classifications, and rank, for whom accommodation is available at the training centre. The Provincial Executive will then get in touch with the members of the Canadian Air Force in their Province, and ascertain who are available to report at that date. The camps will be kept open the year round so that a man can arrange to go to camp at any time during the year and during the slack time in his particular business.

Sub-section "P"

Under this section I simply want to point out that to complete our mobilization organization it will be necessary for us to know what factories, if any, in all parts of the country would be available in the event of a national emergency, for the production of Air Force equipment. It will be necessary for the Provincial Executives to gradually gather this information from the business men of their Province. It will be necessary for them to get in touch with the various manufacturers to get them enthusiastic and willing to undertake this work if necessity arises.

Sub-section "Q".

In this connection I only want to point out that anyone taking out a civilian aviation certificate in Canada, at the same time agrees to become a member of the Canadian Air Force. He will be required,

whether he is a pilot or an air engineer, to attend for a tour of instruction for at least one month in every two years. I think this will have a very good effect on civilian aviation in Canada. With Gosport instruction being thoroughly taught at camp, the public will soon appreciate that a man holding a commercial certificate, is every so often brought up to the highest possible degree of flying efficiency. If civil aviation progresses in Canada to the extent that we all hope and expect, in a very few years a very large percentage of the members of the Canadian Air Force, will be occupied in civil aviation in Canada.

Sub-section "R".

By efficiency tests for promotion of airmen, I only mean that we are working out as carefully as possible, trade tests and examinations for the guidance of selection for the various trades and for the standards required for the different ranks. If a man is a corporal, he will be required to pass certain tests before he can be promoted to a sergeanoy. If he is extraordinarily good in his trade, promotion will come along quickly, and promotion will depend entirely and only upon merit and skill.

I might say now that this same procedure will be followed in the case of officers, and that promotion will be by merit only, controlled by report and examination.

Sub-section "S".

I can give you no information about pensions. The Canadian Pension Act as passed when the war was on, did cover personnel in the air forces of Canada, but the Pension Act does not do so at present. It will be necessary for us to get out our own pension regulations. We hope to be able to get these completed and submitted to privy council within the next ten days.

I would like to say that personally I am out to get as large a pension as possible for disability but I am absolutely and totally against all pensions for service in the Canadian Air Force. I will certainly do everything I can to make the gratuity or pensions for disability caused on service, as great as I can.

Sub-section "T".

We are working out as rapidly as possible the procedures on these various things. For instance, as regards the attestation forms and the procedure about the clothing and so forth. We will require certain forms, certain records to be kept of the officers and of the airmen in the different provinces. I am afraid it is going to be necessary to have a slight amount of duplication, because we will have to have a record in Ottawa and there will have to be enough records in the various provincial offices to show more or less what a man has done, when he has done his last training etc. There will necessarily be a certain amount of duplication. We are working out some cards which will show and give this

information. The printing of these stationery forms will be done at Ottawa and be sent to the Provinces for their use. I am awfully keen to have the procedure of filing systems and the information kept at all offices to be the same. I think it is essential that they be kept that way. We will want for instance so many people for a certain month. We want a return showing how many are available, etc. I think you will agree that it is almost essential to have practically the identical system in all the offices. Having these forms printed will make it the same in every way.

The Lieut. Gov. of Alberta:

"Would a man's license be cancelled if he did not take the 28 days' training?"

Col. Biggar:

"Yes, his license would be cancelled."

Gen'l Tuxford:

"I would like some information about the selection for promotion."

Col. Biggar:

"Promotion will be on merit only not on seniority. A governing board of some sort would be appointed to control this."

Capt. Delhaye:

"Reports of officers will be made and O.C. in charge of Camps will have great opportunity to report favorably on a find."

Col. Biggar:

"I believe that it is generally conceded that promotion by merit is the only way we can decide on a proper system for arriving at it."

Gen'l Tuxford:

"Will promotion be on report?"

Col. Biggar:

"By reports and examinations."

Major Ker:

"Not enough publicity has been given in B.C. to the proposals for the C.A.F. Officers who previously held rank in the R.A.F. have not sufficient information re applications and have held back their applications on that account. It should have been advertised more in the press. Many of the smaller towns got no information at all and we may be losing many good men on that account."

Gen'l Tuxford:

"I think there should be some means of submitting information through the press. I have heard very little of the movement through the press, although I have been well posted in other directions. Consequently I agree with Major Ker. If an officer who has held back realizes that he will not suffer in rank and in seniority, a vast difference would be seen. At the same time, I would like to hear further discussion."

Lieut. Gee:

"In view of the fact that no publicity has been given through the press, I think something should be done immediately. I spoke at a luncheon in Calgary during the fair, and for the next three hours practically, I was discussing Air Force with men who absolutely knew nothing about it, and who wanted to know."

Major Ker:

"I would suggest that the Provincial secretaries should have a list of all the men that joined the R.A.F. It seems to me that it would be quite easy to get publicity as soon as the delegates return to the various provinces with the data."

Capt. Falkenberg:

"I would like to be clear on one point, and that is, what the seniority means in rank. As long as a man is in the list of his rank, I cannot see that there is any seniority."

Col. Biggar:

"There are two points that ought to be understood. In the first place practically everything of importance which Commodore Tylee has said today was indicated in the statement published in April and all the aeronautical organizations have had that statement since the beginning of April, not only from the press but sent direct from Ottawa. The reason that it did not get into the papers was because the papers would not publish it. It was given the Canadian Press in Ottawa, but the papers would not print it.

The second point is that there are 1400 officers who have applied now up to date. The total authorized establishment only covers 1355 officers. If we get another 500 applications and pick out from those, how are we going to take care of the 200 or 300 over?"

Capt. Hamber:

"With regard to the 200 or 300 of the original applicants being thrown out, I think this unfair. I think we have had no more opportunity of publication than any other Province. If our list is larger than any of the others it may be on account of the personal effort we have made to reach the various people in the Province. At the same time, as far as Ontario is concerned, I am convinced that there are quite a few good men who have not put in their applications."

Capt. Falkenberg:

"As far as seniority is concerned, I think it should be given to the men who enlisted first."

Brig. Gen. Tuxford:

"If there are going to be more applications in than the full establishment and it is necessary to take some off the lists, I think that Ontario should suffer as at present she has a very large percentage compared with some of the Western Provinces."

Col. Biggar:

"From an administrative point of view, who are to be eliminated from the lists? and who is in favor of changing, I am interested in getting some suggestions of dealing with the establishment. How are we going to determine this?"

Lieut. Gee:

"If it comes to a question of extending the time and there are 300 or 400 men enlisted over the establishment, the men to be kept are those of most service to the Canadian Air Force."

Col. Biggar:

"The total establishment of officers is approximately thirteen hundred, including one hundred medical officers - only about 200 cadets and other ranks have applied."

Lieut. Gee:

"The junior officers on the list should suffer."

Col. Biggar:

"The difficulty about this is if preference is not given to juniors we are going to have an old force. Junior officers are wanted."

Major Joy:

"A bigger establishment would mean expenditure of more money."

Col. Biggar:

"It will mean the expenditure of more money to train the whole air force once in two years."

"It is moved that an extension until August 1st, be given and to give men applying up to that time the same standing as they would have had had they applied prior to June 5th."

The vote was:-

Eight in favor - Five against. Carried.

Commodore Tylee:

"I see no reason why it should not be done, but it would have to be done by the Government."

Colonel Biggar:

"I do not see any objection."

Commodore Tylee:

"Personally, I would like to see as many fellows in this corps and around the camps with decorations as it is possible to get."

Captain Delhaye.

"I am talking for the pilot who has no chance to bring down a machine. Would it be fair to give distinction to one and not to the others?"

Major Joy:

"When you were mentioning about uniforms, you mentioned that these uniforms should be looked after at mobilization centres. Where are these centres, and who will look after them?"

Commodore Tylee:

"I am afraid you are stepping too far ahead of me. We have not yet had time to work out mobilization centres - but I think, considering the saving affected, it would be quite possible to work it with the local militia units, who have places available - at least the storage space for these uniforms and for mobilization purposes, not only uniforms but medical gear and other things. I think we could work that out later on. It would be the Provincial Committee's work to look after and have supervision. Say that Hamilton one day wanted to have a party of the Air Force men in Hamilton. The uniforms of these men have been sent to Hamilton and are kept in a room there. If they want to have a parade there is certain to be some officer who will be in charge of the parade who can be given authority by the Provincial Committee to draw these uniforms, be responsible for the issue and put them back in stores."

Captain Hember:

"In connection with issue of uniforms for next year's training. Cases where men coming from Brantford to Toronto in order to get ~~training~~ uniform, Toronto being the centre for issue of uniforms, will have to travel under warrant and at expense. Could it be arranged where individuals who would like to do so, could make a deposit on the cost of the uniform against misuse? A refund could be made later."

Commodore Tylee.

"The first issue of men's uniforms will be made at the training centres. Men go to camp in civilian clothes and it will be a year

and a half before men will return to camp for a second tour of duty. By that time there might be some scheme to have an issue centre at Brantford. Meanwhile uniforms required for parade, etc., could be obtained from Toronto."

Captain Deah:

"Would officers be allowed to wear riding breeches while flying?"

Commodore Tylee:

"The hangars are half a mile away from the quarters at Borden. There will be overalls supplied and Sidgut suits for cold weather. We thought of allowing officers to change into flying kit at the hangars."

Sub-section (h,) - Enlistment of other ranks, length of service, pay allowance, training, tours of duty, etc.

Lieutenant Gee:

"Regarding men for training with commercial companies. It would mean raw recruits to learn flying who have not been in any flying corps."

Commodore Tylee:

"There will not be any raw recruits enlisted for flying for some time in the Canadian Air Force."

Major Ker:

"Regarding transportation. All ranks will be travelling at Government's expense. Should they travel on Government roads?"

Commodore Tylee:

"The Air Board has laid down the rule that the route between any two points shall be over the shortest and most economical route."

Major Ker:

"Say from Vancouver to Toronto."

Commodore Tylee:

"I should think the C.P.R. would be the quickest."

Captain Cathcart:

"Will the Air Board provide Provincial Executives with a list of those special trades that have been mentioned? Then an effort could be made to get these ~~general~~ special trades."

Commodore Tylee:

"This certainly will be done."

Lieut. Stewart:

"Has the Air Board a list of officers who were previously in service in the R. A. F?"

Commodore Tylee:

"It has not been possible to get a complete list of all Canadian officers but the Canadian Record Office is making an effort to get the names of all Canadians who were in the Air Force."

Sub-section (i) - Accommodation of all ranks at training camps.

Captain Hember:

"Married quarters will likely be provided for semi-permanent staff and this will be not more than probably twelve or thirteen altogether. Many married officers will go for twenty-eight days and usually their summer vacation is spent with their families. At Camp Borden other buildings could be furnished for other married officers' quarters. I quite understand that saddling the Air Board with the expense of furnishing these quarters is impossible. Provision should be made for another twenty or twenty-five married quarters, available for other officers and N.C.Os, and this could well be done out of the fund for camp comforts mentioned this morning."

Commodore Tylee:

"As I say we have now roughly speaking thirty rooms for officer personnel and thirty-two for mechanic personnel. Buildings are available which could be changed over to give twelve rooms in each building but we have not got the money to put into it. I was leading up to the question of raising a fund of \$35,000.00 needed now. It would have to be used in fitting up the married quarters we are furnishing now, recreation rooms, etc., until we could get some more funds. It would help out a lot if we could. I think some rooms will be available all the time for people up for twenty-eight days training."

Sub-section (j) - Medical service, medical examinations for officers and men.

Lieut. Gee:

"In connection with medical service. I went up before the Medical Board this Spring for a common certificate. Dr. Smith stated he did not know what to do in connection with it. The only thing was that I was run down, that was all that was the matter with me. Would this be taken into consideration with a C. A. F. Medical Board?"

Commodore Tylee:

"Personally I say yes for this reason - I have a great personal respect for the capability and common sense of Dr. O'Reilly who has already kindly, without charge, given a great deal of time and work to providing a scheme of medical endeavor for the whole show. He works out all his rules and procedures from common sense, as well as from a medical point of view. Amongst other things he insists that all doctors do flying service time. He made all the medical arrangements for the R.A.F. in Canada and a great many of the regulations were worked out after discussion with the flying officers. "

Sub-section (2) - Camp amusements, etc.

Lieut. Spence:

"With reference to amusements, This was included in discussion this morning and we were given to understand that there would not be any fund available for the grounds for mechanics, etc. A month ago I received a letter from Eastern Canada from Major Joy with reference to raising funds for this. I think all the flying clubs are having difficulty in raising funds for their own use and their one trouble has been the need of financial assistance. For some time I think we have been wondering if it would be possible to have a "Wing Day" or a tag day for funds for this purpose. The funds would also be used indirectly for the Associations. All the Associations, aero clubs, etc., are financially embarrassed. I offer merely as a suggestion - the organization of a Dominion Wing Day for the purpose of collecting funds for comforts for the training camps. "

Major Joy:

"In our local organization of the Aero Club of Canada I understand this was discussed and the members were unanimous in the opinion that they did not want to go out into the highways and byways, etc., begging. Also the question of raising funds in that way for the officers mess - it was the feeling that it was not proper to do so. It might be done for the men's quarters but not for the officers'."

Lieut. Spence:

"How is the Canadian Air Force Association going to be maintained? I understand a grant will be made but it will not be sufficient to make a successful association. I would like to have some opinion on the matter. Will the Canadian Air Force be different from the others? There is no visible means of support at the present time. I may be getting away from the subject of camp comforts which will probably be brought up again on Monday. I would not call it begging to have a "Wing Day" - it would be more or less of a general scheme. "

Captain Dean:

"I think that Mr. Spence is under a misapprehension in regard to the Air Force Organization. It is not in the same position as any other club."

Colonel Biggar:

"Captain Dean is quite right. The Canadian Air Force Association is for purely military purposes. It has not, like other clubs and other associations, any social or general objects but it is hoped that a close connection may grow up between the Canadian Air Force Association and local organizations so that the C.A.F. Association may help the others and the others may help it, the result being that helped by the Government grant, the C.A.F. Association should, with local associations, make a centre of air activities in every province."

Mayor Gray:

"With regard to funds. We have had quite a bit of discussion about funds for making accommodations more comfortable, and it seems to me that there should not be a great deal of difficulty in getting money for that purpose. The Provincial and Municipal Governments lay aside every year, money for unexpected expenditures. They will realize that contributions to a force of this nature is more or less a patriotic contribution.

In the matter of affiliation with the Daughters of the Empire - they have always been ready to help advance funds. I think if properly presented, they would get results".

Mr. Greenwood:

"I am sure that Mayor Gray's remarks regarding granting monies out west are quite right, and are more than satisfactory, but I am afraid we will have much more difficulty in the east. Tag days in Montreal have been declared 'taboo'. We have already, however, had assistance from the Col. Bishop Chapter of the I.O.D.E., and I am sure that the Daughters of the Empire would be of great assistance."

Capt. Hember:

"I do not think that we ought to go away from this conference without taking some action. Everything will commence some time in August or September, and the first impression of this camp is going to mean a whole lot. I would like to see this conference send back the representatives with instructions for immediately trying to arrange to get these funds to provide for the extra quarters, etc. If necessary, I will put that in the form of a resolution".

Deut. Gov. Brett:

"Did I understand that this fund was first suggested as a memorial to the work done overseas by the Canadian Air Forces?"

Col. Biggar:

"No, that comes under another heading".

- (c) Instructionss to Officers and Men on mobilization - Strength of Canadian Air Forces.
-

Capt. Dean:

"With regard to that point. Will the instructions given to officers and men on mobiliza tion be handed to them by the Provincial Executive, or will they come direct from headquarters?"

Commodore Tylee:

We are planning to arrange that all orderson mobilization will come from the Provincial Office, and as soon as we get the necessary

information they will all be taken care of by the Provincial office itself and issued from there.

There is one thing I forgot to say this morning, touching on a point of work by the Provincial Committees. I said that all civil machines, pilots and mechanics came under the Air Force in the event of mobilization. That carries with it a certain amount of necessary work for the Provincial Committees. It will be necessary when we get fully organized, for the Provincial Committees to know at all times where civil machines in their Province are, where they are working, what type of war work they are suited for, where they will mobilize in case of mobilization and all such necessary information. We will have to have the addresses of all these machines, have a record of where they are all the time, if a certain standard route from two points - how many machines at each end, and so on. That will have to be carried a little bit further in time, in that most civil machines will be bonding machines, and there will have to be some time or other the necessary war equipment ready to make them useful in the matter of a few hours for war work. Remember that all these pilots and machines will be on paper, and in due course it will be more or less known that a certain machine and pilot will go to an aerodrome and belong to a certain squadron".

Capt. Dean.

"In this connection I would like to ask if the Canadian Air Force Association, the Provincial Branches, have any jurisdiction over commercial companies in enforcing regulations, as an instance - suppose a man has a Curtis machine and he is not licensed and has no aerodrome, but he flies and takes up an odd passenger and possibly stunts over the ground. I know a case where a chap dropped balls on a baseball ground less than 200 feet in the air, and if he had landed, he would probably have killed not only himself but three or four more people. In this particular case, no one seemed to care or if they did, did not know what action to take".

Col. Biggar:

"The administration of the Criminal Law in Canada is in the Province and not in the Dominion. The Dominion passes the criminal legislation and its enforcement is in the hands of the Attorney-General of each of the Provinces. It is quite out of the question for the Federal Administration to have a sufficient police force to compel obedience to Dominion laws, even if the British North America Act was not to the contrary. Consequently, all we can do as far as the air is concerned, is to pass the necessary legislation, leaving its enforcement to the Provincial authorities. Now, local Provincial authorities up to date have not interested themselves, particularly in the enforcement of the Air Regulations. That enforcement must rest with the local Police Force, Provincial and Municipal, and it is important that the Canadian Air Force Association should assist, insofar as they can in moving the local Police to institute proceedings, and when necessary, themselves should lay information under the Air Regulations with a view to compelling obedience to those regulations and when stunting is done contrary to the regulations, and men fly without their certificates, or in unregistered machines, it will certainly be very greatly to the advantage of aviation generally if all the members of the Canadian Air Force and all the members of the Air Force Association do see that those infringements are punished either by direct communication with the local police or by themselves starting proceedings."

Major Ker:

"Has any member of the Executive Council got power if he doubts that the Pilot in question is qualified to carry on to ask to see his Certificate?"

Col. Biggar:

"Any Peace Officer can do so."

Lieut. Gov. Brett:

"Another thing I would like to ask. In the event of say a man from the United States wanting to come over and give exhibitions of flying or gymnastics of any kind, has the Provincial authority or the City authorities power to stipulate what he shall or shall not do, provided that he has secured permission from the Dominion Air Board?"

Col. Biggar:

"Provided he complies with the regulations, he is all right. Under the International Convention, pilots and pilots' machines registered in almost any country in the world are entitled to fly over other countries. There are 35 countries I think, which have signed this International Convention. It has not been ratified, but it is practically in force. They can do everything that a local pilot or local machine can do, unless, and this is the only exception, the country is at liberty to make, the country forbid by its legislation pilots to carry various passengers. We can forbid, and the Air Regulations take advantage of that and do forbid, any foreign pilot to carry passengers or freight for hire."

Lieut. Gov. Brett:

"They are allowed to fly and do exhibitions. May I ask if American machines go to Calgary, can they take up passengers?"

Col. Biggar:

"No, they cannot carry passengers".

Lieut. Gov. Brett:

"The only restriction that the Municipality or Provinces would have would be against a pilot not properly certificated".

Col. Biggar:

"And dangerous flying must not be engaged in. Dangerous flying includes flying so low over a Municipality that in the event of engine failure, he could not glide beyond the Municipality; also stunting is forbidden over Municipal areas; also at exhibitions or regattas, or meetings of any kind except with the express written permission of the manager of the occasion, or as the case may be, subject to that the pilot has the same position as the local pilots".

Lieut. Gee:

"Can permission be secured through the Secretary?"

Col. Biggar:

"Yes, permission can be granted. Permission cannot be granted for any trick flying over a city or town - no one can give that except the Air Board, who will not do it".

Major Ker:

"Do I understand that to carry passengers on hire, pilots must have commercial pilot certificate, and that with private certificate they can carry passengers without charging, or take friends up for free rides"

Col. Biggar:

"Yes, that is right".

Sub-sec. (p) - Proposal to find out what factories are suitable to produce aircraft.

Mr. Coleman:

"I would like to ask if it is the intention that the Provincial Committee should take a census of the factories within the limits of the Provinces, and ascertain what their facilities are for turning out aircraft material, and if so, will there be a standard form showing instructions and questions which should be put".

Commodore Tylee:

"It is a little early for information being secured as to factories and men in the country, in the event of war, to help in getting war material. Provincial Executives can gather information and make note of what they hear".

Mr. Coleman:

"I would suggest that in organizing, some standard form be drawn up, otherwise the information obtained will not be on a uniform basis from the different Provinces. Some questions re machinery, facilities, staff, etc., what material the concern proposes to turn out and at what rate".

Commodore Tylee:

"That is very sound. It will have to be done".

Capt. Hember:

"I think it would be ^{wise} ~~XXX~~ if Provincial Executives did this as part of their work. If instructions are not given to them, it is liable to be overlooked".

Commodore Tylec:

"One clause in the Constitution outlines the duties of the Provincial Secretaries, and adds other duties as the Air Board may direct from time to time".

Capt. Hember:

"I suggest we do so as soon as possible".

Brig.Gen. Tuxford:

"Who issues instructions to civilian pilots?"

Col. Biggar:

"The Air Board does. The Certificates Branch is in charge of all work regarding civil pilots, aerodromes, air engineers, etc., and issues forms of certificate and the rules under which they are issued".

Brig.Gen. Tuxford:

"I understand a civilian airman's certificate is open to be cancelled unless he puts in the course of twenty eight days during every two years."

Col. Biggar:

"Yes".

Capt. Delhaye:

"Isn't it rather drastic on civilian pilots? Are there any special reasons for it? I consider it forcing him to join the Force".

Col. Biggar:

"It is forcing him to take the necessary training to keep him fit for flying. Every citizen of Canada is liable for military service in time of war. These regulations simply have the effect that men in air service be secured for air service rather than put in infantry or some other service".

Capt. Delhaye:

"No one is forced to take it unless he wishes to".

Mayor Gray:

"Col. Biggar states a good deal of the success of the scheme depends on how much commercial aviation there is in Canada. What has been done regarding qualifications for pilots and markings on machines? At Winnipeg, the markings on the lower and upper wings has prevented commercial companies from doing as much remunerative advertising as they otherwise would. I understand that in the formation of these companies, money is difficult to obtain and it is a very salient feature, especially to small companies starting on their own, to use every part of their organization and machines for receiving money to keep going. Can anything be done regarding markings on machines to allow for remunerative advertising?"

Mayor Gray:

"Do the Air Board consider themselves the constituted authority to give advice, and would they give any advice? Will civil companies be asked to carry out mobilization during peace times? That is, if the personnell of the Company coes under these regulations- would they have to go through their drill, etc. and as they will give public service, I would like to know if their machines ~~would~~ be mobilized at any time during peace times, so as to help on a war footing if necessary?"

Col. Biggar:

"The Air Board Organization is such that it is ready to put whatever information its officers have at the disposal of civil companies. It has accumulated a large amount of information. It has all the appliances of modern machines, has a ~~comfortable~~ considerable library ~~of this year's operations~~, and a great many pamphlets connected with civil aviation. As a result of this year's operations, it is expected that we will have a very considerable stock of information which the public can resort to. I think that covers the question.

With regard to the qualifications of pilots. Nothing has been done outside of the book issued by the Air Board.

I was looking at the regulations, and the marks correspond exactly with those required under the International Convention. They do not interfere very much with advertising, because it is the lower surface of the planes which are of importance for advertising, and a great deal depends on the type of machines, but the markings are only once on the lower planes, and the space on the lower planes is available for advertising. This could, of course, be varied in different cases, according to requirements, as an exception to the regulations. "

Mr. Greenwood:

"Our own boys doing commercial work, were restricted in the use of machines for advertising on account of markings. The markings in Quebec are on both lower planes. "

Col. Biggar:

"The regulations are quite clear. It says that the markings must be on the lower side of the bottom planes, the top side of the top planes and the sides of the fusilage. This leaves space for advertising on the bottom plane and under the fusilage."

Mr. Greenwood:-

"I think the present regulations work a severe hardship. Two of our men were painting their machine a splendid aluminum color, and when Godowski, the pianist, found he could not get to New York by train in time for an appointment, they telephoned Ottawa for permission, but this was refused them."

Lieut. Gee:

"What might be the penalty for not reporting an accident?"

Col. Biggar: (Reading from the Air Regulations).

Commodore Tylee:

"About mobilizing civil machines. I see that no definite good can be gained by requiring machines at any special time to go from their usual aerodrome to a mobilization 'drome for practice only. At the present time, when commercial companies are struggling ahead, I certainly would not put any work on them which cost them any amount of money."

Mayor Gray:

"I would like to ask, in case of emergency, and the Air Board so insist on mobilization say in the east, is there anything being undertaken to make it easier for them?"

Mr. Tylee: Commodore Tylee:

"That is being done?"

Major Ker:

"With regard to the issuing of commercial pilots' certificates I understand one of the regulations of the Air Board to qualify for a certificate, the pilot concerned must make a night flight. Now in the case of commercial companies using flying boats and seaplanes, is it absolutely necessary for them to do the same in order to get pilots certificate? These companies are unable to insure their machines, or if so only at a certain high rate, but this insurance does not cover night flying. The flying boats at Vancouver have not any intention whatever of doing night flying, and under the present regulations each pilot would need a commercial pilot's certificate, thus working a hardship if night flying was essential to qualify, and taking unnecessary risks by so doing, which are not covered by insurance policies."

Col. Biggar:

"That was before the Air Board last meeting and the result was that the sea plane Pilots' Certificates are being issued for sea planes only and not for aeroplanes and are exempt from the night flights until proper arrangements are made for lighting sea plane stations".

Commodore Tylee:

"There is one thing in that connection that most of these tests especially that one will be taken care of automatically as soon as civilians have gone to camp. Part of the training will be a night flight or two."

Major Ker

"When a pilot has completed his test at Camp Borden I presume he will be entitled to his certificate."

Col. Biggar:

"That depends upon what the tests are."

Commodore Tylee:

"I think there is no question but that they will be accepted."

(r) Efficiency Tests for Promotion of Mechanics.

Capt. Hember:

"With regard to promotion of officers, I do not want the point overlooked in regard to the promotion by merit on some standardized basis. I merely rise to my feet for the purpose of getting that on the Minutes of the Conference."

Lieut. Gee

"In case of civilian companies undertaking a course of instruction in aviation - say a man comes along and wants to learn to fly and does learn to fly from a civilian company, passes a test and takes out a certificate, how is he affected? Is he affected in the same way as the Overseas man?"

Lieut. Gov. Brett:

"The certificate you refer to is one he gets from the local instructor."

Lieut. Gee

"Before he can fly he will have to have a Certificate?"

Col. Biggar:

"The Certificate will have to come from the Air Board."

Brig. Gen. Tuxford:

"I would like to ask Col. Biggar why the Air Board discriminates between a person taking a private certificate and the person taking out a commercial certificate?. If a man gets a commercial certificate he immediately becomes a member of the Air Force."

Col. Biggar:

"The reason for this is that the situation in regard to the commercial companies in War will be one that will have to be carefully con-

Col. Biggar (Cont'd)

"sidered when the time arrives. The position with regard to commercial companies both their personnel and their equipment is exactly the same as under the present Militia Act in regard to railways. The Government can take over Railways in War. It never does but it can do so. Whether that will or will not be true in regard to commercial aviation and the question as to how far the liability to service should be extended is very carefully being considered and the reason that private pilots were not required was this that a man making his living out of aviation would certainly have to be controlled in some way in War, and there is no reason why he should not be liable for service in the country. There may be men, older men who are using private machines - it was not thought advisable to render them liable to military service any more than the owner of a private automobile. That was the reason for the distinction."

Capt. Hember:-

"Is it proposed that the officers and men in the Air Force shall be insured while in training at the expense of the Government?"

Commodore Tylee:

"No. If we can make some arrangement with the Government Insurance Department or with a group of Civilian Companies that a man can on arriving in camp voluntarily pay so much each day for say an insurance of \$5,000.00 I think we are taken care of. If we could get the payments made during the war under the Canadian Pension Act perhaps some gratuity payments and an additional insurance which would be at his request deducted daily from his pay, and in case of accident the finding of the Court of Enquiry considered by the Insurance people as a proof of the accident, I do not think anybody could complain of their insurance."

Capt. Hember:

"Are the personnel of the semi-permanent staff in the advance party which has been sent to Camp Borden eligible for disability pension under the regulations?"

Commodore Tylee:

"They are. When they report for duty under the terms of service at present they will be eligible for the scale provided for the R.A.F."

Capt. Hember:-

"How about the men who report for training, presuming that the camp is opened, before the new regulations are approved?"

Commodore Tylee:

"There will be no men received for training until the regulations governing the Canadian Air Force have been approved by the Privy Council."

Lieut. Stewart :

"I presume I am right in the understanding that men enrolled before training starts as well as men who are actually called to go through their course and who are taking their tour of duty during the four years will be liable to be called up for active service in case of war."

Commodore Tylee:

"Absolutely."

(t) Printing & Stationery.

Major Ker

"In regard to this question. Do we understand that all the work of the Provincial Committees will have to be worked out on the same lines with respect to reports, forms, etc. If so I would suggest that all the stationery required for the purposes of the Air Board be printed in Ottawa and sent out from there in order that it may be uniform in all provinces, and that the cost be not charged to the local provincial executives. With the very small amount of money available it will have to be understood that the provincial committees are not in a position to spend much money. For instance British Columbia has been allotted the magnificent sum of \$2,500. 00 to carry on for the balance of the year, and I think we will need in excess of \$1,000 more to carry on the work which has been outlined to us at this conference in the way in which it should be handled.

Col. Biggar:

"The question of the amount of the grant which is to be made to each province is not to be regarded as like the laws of the Medes and the Persians and we can reconsider and adjust these grants if they are proved to be insufficient. If there is a general feeling that not sufficient money has been allotted I suggest that the members of the respective committees get together and bring in tomorrow a budget showing exactly how they propose to spend the grant and what additional sums, if any, they will require to carry on the work. If the grants are in sufficient I will take steps to see if they can be supplemented. In the meantime the stationery item is not a very important one, and I do not think we need attach very great weight to it."

Lieut. Gov. Brett:

"Before we adjourn this very profitable session I think probably Commodore Tylee might like to say a few words as to the means which will be taken to follow up the work of this conference and coordinate the work of the various provincial committees.

Commodore Tylee:-

"We propose that an officer, Major Pinder, will spend all his time during the next three or four months travelling and visiting the various centres where provincial committees have been formed."

Commodore Tylee: (Cont'd)

"He will have to work with these ~~executive~~ committees and with the permanent secretaries to systematize the methods of procedure, the keeping of records, filing, etc. and have this work conducted in all the offices on some uniform system. There are a number of forms which we have had to prepare already in working out our own records such as attestation forms, personal record cards, etc. Major Pinder is familiar with these forms, and will be in a position to give the Provincial Secretaries full information about them and will explain how they are to be sent out. The most urgent work for the committees at the present time will be finding out and getting lists of men who have not already joined the force so that we may have available complete information as to the number of men available in the country for either training or duty. At headquarters we are endeavoring to get started at the earliest possible minute on the work of organizing the camp and arranging for training. We are, therefore, going ahead with the preparations and an advance party is going up to get Camp Borden prepared. In the meantime we are also preparing all our regulations, and I might say it is a very heavy task to consolidate the King's Manual, the pay warrants, the act, the rules of procedure, and the result has got to be approved by the Privy Council before we can carry on. A great deal of procedure with respect to these regulations will have to be worked out and the work will have to be done within the next two or three months. We will get this out as fast as we can and get the necessary ~~approval of the Privy Council~~ information out to the Provincial Committees. Until this approval of the Privy Council has been obtained we cannot go very much farther, and until then I cannot tell you how many men and of what grades will be required for training in the first quota. We had hoped to have had the regulations passed by the Privy Council so that training might have started in the early part of August. I have a great deal of detail worked out in connection with this procedure, etc. and what remains to be done will be worked out immediately on my return to Ottawa."

Brig. Gen. Tuxford:

"I should like to know when it is expected that Major Pinder will reach Saskatchewan?"

Commodore Tylee :

"His plans have not yet been fully worked out but it is the intention that he should go West from Winnipeg, probably to the Coast and then work back to Ottawa. I should think he might be in Saskatchewan in about two weeks time. After he returns to Ottawa he will visit the Maritime Provinces and Quebec and then go back again over the same ground. I might add that it is the intention in calling up the men for training that there should be one shipment only from each province each month and one class arriving and leaving Borden Camp, after it is properly organized each Friday."

Col. Diggar:

"In connection with these deliberations, might I add a word before we adjourn. All present are here and have participated in these discussions as members of the local executive committees. In

Col. Biggar: (Cont'd)

"their capacity as executive officers they have received here, and will receive from time to time information which must be regarded as confidential. It is most necessary for us to see what no information, which is not intended for the public, should get to the public. There is much information regarding the general scope of our work which is not confidential and there is no reason why it should not be made public, but there are also facts respecting the proposed location and construction of training camps which must not be disclosed. Speaking of the future, I think it would be wise that no public statement should be made by any member of the Executive Committee in connection with the work of these committees or of the Air Board unless with the concurrence and sanction of the other members of the committee, and the utmost care should be taken to see that such statements contain only such matter as it would be in the public interest to disclose.

Third Session11.10 A.M. July 4th.

Chairman - His Worship Mayor Gray.

Part 4-section (a) Royal Air Force Memorial.

Col. Biggar:

"A question arises, Mr. Chairman, by reason of a communication sent from England to His Excellency the Governor General, with a request that the Governor-General take steps in Canada to forward a proposal to create a Royal Air Force Memorial, and reading from the printed announcement, the following are stated to be its purposes:

"The erection of a commemorative monument to the fame of the officers and men of the Royal Naval Air Service, the Royal Flying Corps, the Australian Flying Corps and the Royal Air Force including the officers and men who joined the Force from the Overseas Dominions.

The establishment of places of residential education (like the Trafalgar Homes) for the children of airmen.

The provision of Bursaries available to approved schools for the children of officers.

Generally the provision of such treatment and the rendering of such assistance, as means may permit, either directly or in cooperation with other organizations, to officers and men and their dependents, who may be disabled, sick or otherwise infirm.

An approximate estimate shows that probably about £400,000 will be required."

The printed appeal is signed by H.R.H. Prince Albert, Lord Hugh Cecil, General Trenchard, General Salmond, and Mr. Vyvyan.

When the communication came to His Excellency the Governor-General, it was sent on to us, to ask for suggestions as to what steps should be taken to carry it out. And after communications between the Inspector-General and the Secretary of the Governor-General, it was decided that we should not take any action until it was discussed at this meeting. It cannot be a success unless it is supported by the ex.R.A.F. officers. You could take it up by your associations or the Aero. Club. I shall be very glad to have some expressions of opinion for the guidance of His Excellency, the Governor-General, in determining his action."

Mayor Gray:

"Is this memorial to be in the Old Country, or all over the Dominion?"

Col. Biggar:

"I fancy it will be in the Old Country."

Mr. Greenwood:

"I may say the Aero Club of the British Empire, of which I am the Secretary, felt out public opinion in our own City on the very same question. We had it up once last year. We had it up once last year. We had a fund of a different character for dependents of mechanics, etc., in which we collected five hundred dollars, and later on this memorial came along and we called a meeting and discussed it, and we were of the opinion that we could not get the necessary support. We felt out some of our leading citizens, and we were really sorry to have to say that we could not get the necessary support. That is how it affects Montreal."

Lieut. Spence:

"Do I understand that a stated amount is required to be raised to carry out this memorial?"

Col. Biggar:

"Two million dollars."

Lieut. Spence:

"I would like to suggest that tomorrow when we have our Convention, this matter be brought up, and in this way we may be able to define some way of raising this money, so far as Canada is concerned. If we are going to try to work it in this country, there is no doubt that by all working close together, we could do a credit to Canada by raising the required amount. I would like to suggest it be brought up tomorrow."

Mr. Greenwood:

"I would like to ask Col. Biggar if there is any quota set apart for Canada?"

Col. Biggar:

"No. It is simply a case of His Excellency the Governor General doing what he can in Canada, to see whether the fund can be raised here, and if so, who will take steps to raise it?"

Commodore Tylee:

"There is just one point, and what is, how are we going to try to raise the funds?" Is this raising of fund for use out of Canada to be successful? Are we justified in trying to raise two funds for Air Force purposes? It is hard to raise money anywhere, and can it be put in in a nice way, seeing that we feel that we would have to raise funds for our Air Force in Canada, and would the endeavor be considered as a part of the work of this Memorial Fund?

Col. Biggar:

"What the Governor General would like to know is whether the thing is likely to be a success. It is just a matter of opinion. If it is not likely to be a success in Canada and Mr. Greenwood says it is not likely to be in Montreal, then we had better stop it now."

Brig. Gen. Tuxford:

"This is the first time I have heard of this Memorial and I can only give an expression of opinion as to Saskatchewan. With the limited number of people in Saskatchewan I consider there would be great difficulty in raising the funds. The air at the present time is simply buzzing with different projects of the same description. We have in Saskatchewan at the present time projects that will take a lot of time to carry out effectually, memorials for this and for that branch of the service for the men who have fallen, and if there are not many people interested in flying it will mean a harder proposition all the way through. It would be much better to stop immediately rather than to go through in a half hearted fashion."

Lieut. Gee:

"I am of the same opinion as Brig. Gen. Tuxford in regard to Alberta where practically the same conditions exist. As President of the Canadian Air Association in Calgary I am in touch with conditions and we have difficulty in collecting monthly fees let alone securing funds for a number of things such as this. Although I am of the opinion that raising funds for the Camp will meet with success, I do not think we would be justified in presenting both."

Lieut. Stewart:

"Might I suggest a way out of the difficulty by the Government making a grant. It may be impossible but the easiest way for us."

Capt. Hember:

"Looking at it from the point of view perhaps of the ex R.A.F., personally I am of the same opinion as Brig. Gen. Tuxford and Lieut. Gee and others, that I do not think it would be a success for us to take it up, but it seems to me that this memorial is a matter perhaps that concerns others outside of the ex R.A.F. members. For this reason, I have already spoken to a few people who have lost sons or relatives in the Royal Air Force and they have suggested that they would like to subscribe to some kind of memorial and I am sure if we put to them that their subscription must be spent on some memorial to be of a lasting benefit in Canada and not outside there would be no difficulty in raising the funds. On the other hand it seems a pity that the Dominion of Canada should not take some part in this memorial in a small way if possible. If, for instance, the scheme went no further than erecting some memorial in London, perhaps a contribution of \$10,000.00 from Canada would be fair, but when it comes to a scheme for taking care of widows and children all over the world

then we in Canada I do not consider from a personal point of view are going to get any benefit from it. My opinion is that if we can see our way clear perhaps to raise \$1.00 per man that would be the full extent to which we in Canada would be expected to go. That would mean about £2000 or with the present rate of exchange somewhat more than that. I do not think it is a matter altogether for our personal consideration. I take it that this memorial is an expression of the people outside the service to the sacrifices of the men who gave up their lives in the War.

Mayor Gray:

"In Winnipeg, here, just as the General has so stated, we are almost in the same position. At the present time we are considering ways and means for such soldiers' memorial. The Daughters of the Empire are subscribing some, and different women's organizations have contributed some fifteen thousand dollars, and they are approaching the Government and the City just now for a grant but for ways and means of raising five hundred thousand dollars in Winnipeg, for a soldiers' memorial in this City, and we are in the same position as many other towns and cities in the West."

Mr. Coleman:

"I think that Capt. Hember's last point was the strongest of all. This memorial, it seems to me, should be a tribute of gratitude from the people in general for the services of the Royal Air Force, and it does not seem to me that this organization, composed so largely of members of that force, should be required to put this insurance behind it."

Mayor Gray:

"As regards this Association, it seems to be the feeling that they should not really enter into it. I think that seems to be the feeling of the delegates here. As Capt. Hember stated, one dollar from each member might be considered, but I think Mr. Coleman has hit the nail on the head, and I think as regards this Association, they do not feel that they can do anything themselves."

Col. Biggar:

"There was one other point really, and that was to get the view of this representative meeting as to the probability of its success no matter what form it took. So far as there have been expressions, they have not been very hopeful."

Mayor Gray:

"No, I do not think so. Of course, this point can be taken up again at the Convention."

Capt. Hember:

"May I suggest that the matter be referred back to the

Committee who is handling this matter in London, asking if participation on the part of Canada would be expected in a smaller fund for the purpose of erecting a memorial. I am sure we would not like to see this memorial, should we go to the Old Country, erected, and all the other self governing dominions, South Africa, Australia, etc., represented and have Canada left out."

Mayor Gray:

"Will you refer this to His Excellency, or do you want a motion?"

Col. Biggar:

"No, a motion is not necessary."

Mayor Gray:

"In this matter of a memorial. It seems just at the present time perhaps we cannot do very much, but I do not doubt but that your feeling is that some time in the future, when the Air Force has got going, and funds have been raised for expenses, then perhaps there might be a time when Canada as a whole will not forget this matter, and will go into it."

Part 4, Section (b) - Stunting of machines while carrying passengers by Civilian Pilots.

Col. Biggar:

"At the time the air regulations were adopted this was deliberately omitted, that is, prohibition of the stunting of machines when carrying passengers. There have been two or three accidents since that time and the question of maintaining the regulations by forbidding stunting of machines while carrying passengers has been under consideration. It is suggested that we might have a regulation which would forbid doing any trick flying with passengers or any stunting, except with the written permission of that passenger obtained in advance of the flight. It is also suggested that there should be a limit on the height at which the stunting could be done. I would like to have the views of the Air Board on this point."

Mr. Greenwood:

"In connection with Victory Loan Work last year we ran an aviation campaign and one of the main features of it was the taking up of passengers at different points. Nearly always these passengers were anxious to have a little stunt flying, so I evolved a scheme by which they signed documents absolving the Victory Loan Committee from any responsibility and this worked out very well. There is one point,

however, I would like information on - just what do you call 'stunting'. I speak from personal observations now. There are a number of evolutions take place which are very pretty but whether dangerous or not I would like to know. Side-slipping, nose diving and things of that kind, I mean, which are apparently things of everyday occurrence but whether 'stunting' or ordinary flying, I do not know."

Major Ker:

"I do not know whether the question of the safety of stunting should be discussed, but I think it is more a matter of the regulations of the Air Board on the subject and how our pilots are regulated. I think it is a weak point in the regulations for the testing of pilots that no one accompanies a pilot on the machine. If a pilot is to be properly tested and you are going to decide whether he is alright to stunt and to become a good pilot, the tester should go up. He cannot watch from the ground. If the pilot is qualified to stunt and the regulations of the Air Board are such that he cannot do it under a certain height and the machine is passed and perfectly safe, I do not see that there should be any objection to stunting."

Lieut. Spence:

"With reference to Major Ker's statement as to the mechanic going up, I have discussed this with one or two boys in Saskatchewan and they seem to think that the danger of an accident might be avoided as far as the passenger is concerned by having him right behind the pilot. I was wondering if that could be discussed right now as to the advisability of the pilot using the front seat. I am aware that probably it would mean a little more expense and trouble in having the instruments, etc., put in the front seat. If this could be done it would guarantee a large percentage of safety for passengers either in stunting or ordinary flying."

Major Ker:

"I meant the examining officer. I do not mean the mechanic."

Captain Falkenberg:

"I agree with Major Ker on that subject, that the examining officer should be in the machine when test flying, as you cannot test from the ground. In regard to a course which can be taken in flying and which is the best in the world, stunting is the order of the day, and stunting is no dangerous. That is, good stunting is not dangerous. If a man know what he is doing it is not dangerous, but by all means put a height limit on it. There is another thing. Why should not certain kinds of machines be forbidden stunting? Anyone in their senses would never dream of stunting with a Handley Page. It has been tried but they never lived to tell the tale. Take an Avro or a Bristol and there is no danger in any way. "

Colonel Biggar:

"Perhaps I should narrow the discussion. So far as the tests for pilots are concerned, we follow in that respect with the International Convention, which requires the tests to be made along by the pilot in the machine, and we do not think it wise to depart therefrom. It is, further, not really a question of classifying machines. It is a question whether for the promotion of commercial flying, it is considered advisable to prohibit dangerous evolutions with passengers. The definition in the draft that was submitted to the Air Board for consideration, upon which no action was taken, was that looping, rolling and other evolutions involving unnecessary danger, should be forbidden with passengers, unless the passengers had given written permission, or signed a written request in advance of the flight. The only question really is whether such a regulation is justified or unjustified. "

Lieut. Gee:

"Looking at commercial flying from a strictly business point of view, I am not in favor of stunting with passengers. When you consider that machines are not under close observation, as they were during the war, - they do not get any more use, but they are not under the same careful management - and that every accident, so far as I am aware of, that has happened, has taken place during a stunt or has been caused by a stunt, I cannot see where there is any benefit in stunt flying or even allowing a pilot to do that."

Mr. Greenwood:

"You mean even a pilot alone?"

Lieut. Gee:

"Not strictly that - carrying passengers."

Major Ker:

"I think it comes down to the point Mr. Greenwood brought up - as to whether it was the fault of the machine or the fault of the pilot in which these accidents happened. If it was the fault of the pilot, then he should have his commercial pilot's license to carry passengers taken away from him. If it is the fault of the machine, of course someone is to blame and that ought to be prevented in some way. Probably as time goes on more careful supervision will come in. As far as giving a passenger the opportunity of choosing whether he will be stunted or not - I do not think that is fair to the public or flyers in general, and it will do a lot of harm to commercial aviation. The public are quite aware of the dangers of flying and some people are too keen to enjoy these dangers and will take any nameable risk on their own shoulders. I do not think this should be allowed."

Captain Dean:

"Speaking for myself, I would like to see an order issued tomorrow that no stunting of any kind, in any machine, at any height, would be permitted with a passenger in the machine. There is a good many reasons for it. I think that the chief reason is that in nearly every case of an accident occurring in the country, it has been the direct result of ~~stunting~~ stunting. You are probably aware that a number of companies have started commercial enterprises in Canada. In nearly all cases these companies could not raise sufficient funds to go into the game properly and instead of buying new equipment, which they would have an opportunity of testing, they bought a 'pig in a poke' - that is, they bought machines from a disposal board and you are probably aware that one is not at liberty to test and examine their machines before purchase. In most cases they are crated, and have been so for months, and maybe years, and this mess is shipped to you and you take your chance. Another thing is, and I think everyone will agree with me, that we all want to see aviation go ahead in Canada as rapidly as possible, and if there are going to be accidents every few days in different parts of the country, it will put aviation back ten or fifteen years, and I think one of the ways to avoid accidents is to stop stunting of any kind. If a fellow wants to go up alone, I do not see any reason why not, but when you start killing the public, you kill flying."

Captain Falkenberg.

"There is a great deal of difference between reckless flying and stunting. Good stunting does not strain the machines in any way. Doing the loop does not strain the machine any more than a five degree bank. We used to have more or less casualties but those who were killed were the ones who did the reckless flying. I again affirm that stunting is not dangerous."

Captain Hember:

"It seems to me that there are perhaps two courses open. Prohibit stunting entirely, or prohibit stunting with exceptions for certain cases. The people will have sensation. Go to the summer resorts. We are

Captain Hember: (cont.)

invited to take a ride on the "figure eight." There is perhaps a greater element of danger in a passenger riding on that than there is on other inventions. But the people will have sensation and while I would prohibit stunting for straight passenger service, I would be inclined to allow stunting in certain cases. We have seen men doing all kinds of stunts on machines, walking out to the end of the wings, etc. I do not agree with those, but they are occurring every day."

Mayor Gray:

"Talking about Mr. Hember's remarks - the other day I was at some motor cycle races and I had the pleasure of going up in an aeroplane while these were going on, and when I looked down and saw what was going on below I thanked God I was up in the air."

Lieut. Gee:

"The Air Board rules and regulations state that no stunting can be done under a height that will enable a man to glide outside of the city limits in case of engine failure. Now in stunting over an exhibition, if you had to stunt at a height of 5000 feet, it would not be possible for the public to see it. In the case of this man at Calgary he has to perform under 500 feet or not at all. I am not agreeable to it. The half roll and spin was being done under 1000 feet in the heart of the City of Calgary.

Commercial machines will be built for commercial use and that only and why should we take chances now while using these old army machines."

Captain Dean:

"I feel very strongly about this question of stunting. I believe that there is as great, if not greater a future for aviation in Canada, than any other country in the world and I would like to see a every safeguard given to aviation, particularly at the present time, and I venture to say that if we go along slowly and carefully and foster aviation in this country, in twenty years time there will be so many machines in the air that the birds will have to get down and walk."

Colonel Biggar:

"This discussion has been interesting and I shall take pleasure in presenting it to the Air Board when it comes up for consideration as it will."

Mayor Gray:

"I would like to mention one thing in regard to stunting. We have for instance two or three companies in town who do commercial flying and they are not taking people up in town now. That is wearing off. They are going to the country points, to the fairs, etc. One or two of the pilots have told me that to make their machines or their companies pay they have to do a certain amount of stunting themselves. The people are glad to

Mayor Gray: (cont.)

go up and in the country points are going up far more. They get a fee to attend the exhibitions on the understanding that they do a certain amount of stunting at a good height. Then the other money they make is by taking passengers up. The commercial companies up to the present time until they have established well known routes, say between here and Brandon, for freight and express, will have to do a certain amount of the other flying to make any money at all."

Mr. Greenwood:

"Just one word, the people of Quebec are strongly in favor of regulation for stunting but not for the prohibition of stunting."

Part 4, Section (c) - Affiliation with the Daughters of the Empire.

Commodore Tylee:

"As this Canadian Air Force goes on from year to year, we are bound to have certain accidents and certain people dying, etc., amongst our officers and our men. We should look after the dependents of these individuals, as far as possible, and the better the connections and relatives of the individual men are looked after by some organization, the more will the individual feel that he is part of some thorough organization, and that he is being looked after. It is impossible, of course, for the various officers, scattered through the country, to do that work all the time, year after year. We cannot, I think, get up an esprit de corps for individual units. The only esprit de corps we can get is one embodying the whole Air Force. It would be hard to get an officer to become particularly interested in a particular set of junior officers or air men. It was stated that there was an organization of some fifty or sixty thousand women, called the Imperial Order of Daughters of the Empire, with chapters all over Canada, who were extremely active in war work, and I thought it might be a very valuable thing for the Air Force to make an affiliation with the Daughters of the Empire. It will take, naturally, a long time to get it going, but in going around the country, each one of us can talk to the various women who belong to these chapters and get an individual chapter interested sufficiently to bring the question up, and look after the comforts of the men and officers over a small section of the country. If we work on this from now until next Summer, this will be brought up at the Convention of the Daughters of the Empire, and perhaps official action could be taken. We could then rely on certain Chapters making it their duty to look after the comforts of the Air Force personnel throughout the year."

Mr. Greenwood:

"We already have in Montreal the Colonel Bishop Chapter of the I.O.D.E. and when I go back I am going to take pleasure in mailing them Commodore Tylee's remarks but I think rather it should be done generally under the I.O.D.E. I do not think there will be any question of it's

Major E. G. Joy:

"In that connection making further reference to the Red Cross, I personally went up and saw Mrs. Plumtree who is the head of the Provincial Executive I believe of the Red Cross and she said they had the matter up before their meeting and they had discovered that nobody was looking after the returned R.A.F. officers and men and they had ~~threw~~ thrown the whole weight of their organization into it, and this \$1400.00 was a grant to some ~~twenty~~ officers only. There were several other organizations, the Soldiers' Civil Re-establishment and the Soldiers' Association Commission, etc. but the Red Cross have been seeing that the R.A.F. personally have been receiving similar attention to any other branch. "

Mayor Gray:

"Well, do you think at the present moment you want to pass any motion to this effect?"

Mr. D. C. Coleman:

"I think that we may leave it in this way - that the Provincial Executives see ~~the~~ the different Provincial Executives of the I.O.D.E. and make all the temporary arrangements they consider advisable until such time as the next convention of the I.O.D.E. is held when they can submit some scheme along more formal lines, in which case I think it would be submitted to the various executives of the air force."

Part 5. (a) - Any new points brought up by members of the Convention.

1. C. A. F. Camp Comforts Fund.

Mayor Gray:

"It occurs to me that one point was left out yesterday and that is the matter of finance. I think this should be given careful attention at the present session because if flying is going to start in the very near future more funds than supplied by the Government will be needed almost immediately. "

Commodore Tylee:

"I will say one thing about this fund. I would like to see if possible any necessary money raised, but would like to see the framework created whereby if any funds were offered to anybody, they would know how to handle them. There is the incident that Capt. Hember mentioned about some lady that came in not long ago whose son had been killed in the Air Force and who received, in the last few weeks, the balance of his pay and allowance. She did not feel like keeping it, and wanted to know if there was no fund to which she could devote this money. If some fund existed then, in cases like this it would be known what to do with the money, and it could be placed to the ~~fund~~ credit of the fund. It could be called the "Air Force Memorial Fund," or anything else, and could be used for comforts in the camp. We will say that a man gets killed, say in Moose Jaw. We have on record that he has a wife that is living at Moose Jaw. It is going to be pretty hard for us to do anything for that wife from Ottawa. If there was somebody in Moose Jaw it would be better. Up to now we have written to the Provincial Executives and some steps would be taken to see that that organization does a little mothering to that individual, but if this fund is for the actual work in the camps not for the individual on leave, for sports, for comforts, for canteens, general amusements and things of that sort."

Mr. Coleman:

"The Commodore suggested a fund of \$35,000.00. How would it be if he would allot the amount to the various Provinces according to the number of enlistments in force? Let each Provincial Executive undertake to raise by whatever means they considered the most suitable, the amount required."

Commodore Tylee:

"Should not some action be taken today to get a consensus of opinion as to how this fund should be administered? Suppose money is raised by any individual for this fund? What is he to do with it? I do not want him to send it to me to spend. "

Mr. Coleman:

"How would you handle those canteens?"

Commodore Tylee:

"These would be under the supervision of the commanding officer of the camp. If we had a suggestion from each executive committee who had a member to look after this fund, it would take care of it. It is necessary, and the commanding officer of the camp will try and raise funds themselves in any way they can. Suppose I go to one camp and they say they say they are urgently in need of a piano. If there is an existing fund, I will write and lay the case before them, if there is enough money in the fund, and it could be used for that purpose."

Mr. Coleman:

"It seems to me that this fund should be administered at the camp and under the control of the Commanding Officer."

Commodore Tylee:

"Suppose there were four or five camps."

Mr. Coleman:

"I am assuming this is all required for this one camp. It seems to me that this must be handled on the ground. It would be absurd for them to write and say we have subscribed \$15,000.00 and want it spent on a golf course. It should be locally administered or it will not be satisfactory."

Commodore Tylee:

"For the present time, correct, but look ahead five or six years from now. It would be a good plan to start machinery for a general fund instead of handling it locally. It will be the man in the camp who will put forward the claims of the men."

Major Ker:

"May I suggest that as Toronto is the nearest big town to Camp Borden, someone in Toronto accept the office of administering this fund. Establish headquarters there and collect through the Provincial Secretaries and send to the Treasurer in Toronto, and as calls are made, he could see that the money is properly spent."

Capt. Hemmer:

"I can support what Commodore Tylee has said with regard to the necessity of that fund existing. I have had proof of this when visiting Camp Borden, and as a result of that visit, the Ontario Branch Executive prepared an estimate, which amounted to \$35,000.00, and forwarded a copy of this estimate to the Air Board, asking that this matter might be considered at this conference. That Camp, generally speaking, is in a very excellent condition, buildings and everything else, but unfortunately there will not be the Government funds available for private comforts that one has more reason to expect in conditions of training in peace time than when one has to consider the strenuous war time and less time available for recreation. There is one tennis court there. It is necessary to have at least three or probably four, if all the men are going to get recreation. The golf course is also in a very bad shape, but could be made into a nice little place. There will be at least four or five pianos needed and several gramophones for recreation rooms, hospitals, etc. The Y.M.C.A. will not be able to undertake the whole of the social side because although it is a popular institution, all the officers and men will not patronize it. I think from talking with Major Pinder yesterday, that he has a percentage of this appropriation already existing, which might help us out in the matter. Reading from Major Pinder's notes:-

Ontario.....	30%	\$14,400.
Quebec.....	20%	7,200.
Manitoba.....	8%	3,240.
Saskatchewan...	9%	3,240.
Alberta.....	9%	3,240.
Br. Columbia....	9%	3,240.
Mar. Provinces..	4%	1,440.
		<u>\$ 36,000.</u>

I do not know how the other Provincial Executives may be situated but I think in Ontario we are specially fortunate in His Honor, the Lieutenant Governor's selection there. I think he had something of this in view when he got the men to go on our Executive there. I do not mean to say that we are going to ask the others to put their hands in their pockets for that amount, but we are not going to have any difficulty in raising the large amount of \$15,000.00, and I do not think there will be any difficulty as far as the other Provinces are concerned. I suppose the allotment to Ontario is because we happened to have a large number of the ex-R.A.F. men living in our Province. Major Pinder has just handed me the percentages and I believe the allotment of the appropriation works out according to the percentages of enlistments -

Ontario.....	47%
Quebec.....	12%
Alberta, just over.....	11%
British Columbia,...nearly...	9%
Manitoba,...just over.....	8%
Saskatchewan, just over.....	7%
Maritime Provinces, just over	55.

On this basis this allotment is apparently a very fair one and I think as far as the Ontario Branch is concerned, I do not know that we

have the authority to pledge the executive to raise that amount, but I think we can safely say that that amount can be raised as soon as possible."

Mr. Coleman -

"I beg to move the following -

"That a Canadian Air Force Comforts' Fund be created for the purpose of providing at C.A.F. camps, special comforts, sporting equipment, games, musical instruments, etc., each Provincial Executive Committee to decide upon the means to be adopted to raise its quota of the sums required from time to time and when the funds are raised, to remit them to the Air Officer Commanding the Canadian Air Force, who will allot the moneys available to the camp most requiring their expenditure at the time".

Major Ker -

"Might I suggest to Mr. Coleman that 'Canadian Air Force Camp Comforts' Fund' be used instead of 'Canadian Air Force Comforts' Fund'".

Mr. Coleman agreed to the proposed amendment.

Seconded by the Hon. Dr. Brett.

Mr. Spence:

"We have been discussing this Camp Comforts' Fund for some time. We have been affiliated with the Daughters of the Empire, but it is not going to mature seriously until next year. How are we going to raise this money? We have to get busy right away and unless we have the ladies' help, it will be very difficult to raise the proper amounts. We are going to need their assistance right away".

Mayor Gray -

"That will be up to the Provincial Executive Committees to take the most dignified and rapid course that they can".

Mr. Spence.

"Would it not be possible to organize a Canadian Air Force Ladies' Auxiliary now, in connection with this Canadian Air Force?"

Mayor Gray -

"We have a good deal of organizing to be carried on, but I think that will come in time. Now take Manitoba. Our quota is \$2340.00, and I do not think we will have any difficulty in raising that amount. They will get in touch with the representatives and Winnipeg alone will raise its quota in a few hours, and other parts of the Province will do the same, and we might appeal to one or two individual Chapters, who have always funds in hand for things of this nature. We will all pull together to get this fund started, and later on, when the Daughters of the Empire have their annual convention, this can be laid before them in all its details".

Lieut. Gov. Brett -

"I interpreted the motion to mean that each Provincial Executive would raise money in any way which it sees fit"..

Mayor Gray -

"Yes".

Dr. Brett -

"We should enlist the co-operation necessary right away, and then we will be in better shape to discuss the question. They will be familiar with it, and will no doubt be very glad to co-operate and in that way they would be alive to some extent to the necessity of contributing to this fund, and will go into it fully".

The Chairman then put the motion, which was carried unanimously.

2. Grants to Provincial Executives.

Brig. Gen. Tuxford:

"I would like to bring up another matter. Our Provincial Executives have just been organized and with a knowledge of \$2500.00 of a grant, that looks considerable, but we are absolutely in the dark as to what will be entailed in the matter of expenses, so we must go slow. We were very lucky in obtaining the services of the Secretary of the Air Service in Regina, and also in sharing temporarily, for a time, their offices, but this will develop further. It will mean that we will have to provide our own set of offices, and from what I can see now, the work laid out will necessitate our having our Secretary devote his entire time to it. Our arrangements were that he would devote part time to it for one or two months, but now that the work has begun to develop, and we can see that there will be further expenditures and expenses I think probably our present secretary can give you some idea of what will be entailed in the future, and I imagine that all secretaries will find their allotment of \$2500 will not be sufficient to meet expenses, if the work is properly carried out.

Lieut. Spence :

"I have endeavored to work out approximately the time it would require the secretary to devote, to give proper results in this work, and I believe that as far as I am concerned, if I am going to make any results in Saskatchewan, it will call for, if not all of my time, a very great amount of it, to make good. At first, it was felt that part time would suffice, but I can now appreciate that to get satisfactory results, it will take a lot of time, and, therefore, in my own case, it really means one thing or the other - if I am going to carry out these duties, and that is release myself from my other obligations and put myself into that office entirely, giving my whole time to it. But with an office routine, etc., and to have a

complete organization, it will necessarily mean a little more expense.

I have mislaid some figures which I had worked out roughly, but in any case, it would work out that \$2500 would hardly be enough, taking a twelve months term, or even taking this term until next March. It will exceed that appropriation by quite an additional amount, to equip an office, pay for stenographical assistance and maintain the secretary's work there. I believe that it might be almost necessary to apply for a larger grant, at least for the first year, or the first term, of something like another thousand dollars."

Mayor Gray -

"There have been several of the delegates thinking this matter over, and we should like to hear their views".

Capt. Cathcart.

"I have gone into the question of the amounts required, and find that we cannot carry on with the amount set down. It is impossible for any Secretary to put in part time. He has to be quartermaster, tailor, etc., and you cannot get a man for less than \$150 per month, and that seems little enough to me - and which would amount to \$1800 per year. Most offices will rent for \$50. per month, or \$450 for the nine months' term. Stenographers' rates in Winnipeg are as high as \$110.00 per month, but say we pay as high as \$85. - that would bring it to \$765 for the nine month term. So that with other expenses which I have figured on, and not making any allowance for incidentals, I would say that another thousand dollars would hardly be sufficient to carry on for the next nine months, so that instead of making a grant of \$2500, we would easily require \$3800, in order to carry on the work successfully".

Capt. Dean:-

"We also worked out some figures and we have come to the same conclusion as the members for Manitoba and Saskatchewan. Expenses for a year we figure would be:

Secretary's Salary	\$1800.00
Stenographer's Salary	1020.00
Typewriter and Office	
Furniture, about	500.00

We figure \$3800.00 will about put the thing in proper shape.

Lieut. Col. Brett:

"We have not in Alberta made any calculations as to our expenditure but we had not contemplated making such a complete establishment as the other Provinces contemplate. We thought as far as renting a hall is concerned we could share with the Aero Club in Edmonton. They have very comfortable quarters and we could share their rent. We had thought it would not be necessary to employ a secretary full time. Probably as the work develops we shall find we made a mistake but we thought for a time we could make arrangements to pay the secretary part time. We had in mind the Secretary of the Aero Club. He has a good deal of leisure time on his hands and we thought he would be very glad to increase his present earnings by devoting some hours a day to this. So far as stenographer's work is concerned we did not contemplate employing a stenographer full time. We have public stenographers there and we thought we could do our work very much cheaper than paying \$1000. or \$1200 a year. The other expense will be the expenses of our meetings. In Alberta we have several representatives; three are chosen from Calgary, two of the returned air men from Calgary and one from Edmonton and one from the civilian committee also from Calgary. We shall have other expenses but that is our idea. If we are beginning with too poor an idea of what our needs will be we will be glad to minimize them, but at any rate we will try and get along with what we have. I think I can assure you that Alberta will not fall down in doing what she ought to do."

Mr. Greenwood:

"We are very much the same position as our friends out West in that we will require at least \$1500. of an appropriation more even for the nine months. We have no paid Secretary. All the work is done outside. There will undoubtedly be a great deal of work that we will have to pay for and I do not see how we can undertake it without an additional appropriation, but I think we are game enough to carry on and I think the money will be forthcoming somehow.

Lieut.

Mr. Spence:

"I would like to mention that we have been very conservative in our estimates. We contemplated using the clubroom of the Association, but we felt justified in sharing the rental payable by the Provincial Executive, also half the cost of the furniture, and half the stenographer's salary would be shared. I felt that a stenographer would be called upon to do quite a lot of work. In other Provinces where they may not have adequate club rooms or rooms available, it would probably cost more to get results for the first term. We considered we would share our rooms and cut down expenses, yet endeavor to give service at the same

Brig. Gen. Tuxford:

"Will Mr. Spence please give us some detail as to the matter of railway expenses on executive meetings. "

Lieut Spence:

"I omitted this. It is quite probable that for the first few months, the Provincial Executives will be called upon to meet frequently to get results, and as our members are scattered, they will have to travel some distance to attend. With reference to our first meeting. We had two members attend from Saskatoon, and one from Kamsack, and the expenses amounted to \$42.65, that is for railway expenses and one or two meals. That was only for one meeting and we would require probably similar meetings at least once a month, for three or four months, or twelve meetings during the year. That would amount to probably a much larger amount and that point should not be forgotten."

Brig. Gen. Tuxford:

"We give this information because we want a basis to work on and it may be overlooked."

Mayor Gray:

"That applies particularly to British Columbia where the mileage is much greater; and would also probably amount to more money on telegrams."

Col. Biggar:

"I am delighted to find that the proposed grants are considered as nearly what the Executive Committees think the grants should be. As a matter of fact, the Lieut. Governor of Alberta, Dr. Brett, has indicated the principle on which the Air Board thought the matter would be dealt with, and it was on that basis that the recommendations were made. The situation was this - Ever since the Air Board was formed, local volunteer organizations have been pressing in connection with air administration. These proposals were put forward on the basis that there would be no expense to the public involved. The local associations were anxious to undertake these duties for the sake of having power to exercise them. The proposals that have been put forward by the Air Board go further than what they proposed. Not only are duties being provided by local Associations, but a grant is being made in addition. My own impression, as far as the thing goes, is that at the beginning for the next few months, the work may involve the whole time of a secretary. I am quite sure that as soon as the Force gets organized it will not require the whole time of a Secretary and certainly not the whole time of a stenographer. The position in the Western Provinces is that, if they have other ranks in proportion to their officers, there will only be some six hundred members of the Force altogether in the Province of Alberta, some five hundred in British Columbia, about the same in Manitoba, and less in Saskatchewan. In the Maritime Provinces, the total will not be much more than three hundred, assuming that they recruit other ranks in the same proportion as officers. Now there is not the slightest desire on the part of the Air Board to be niggardly, but on the other hand, the administration of five

of five hundred men, when it does not involve contact with the men, should I think, be done for about five dollars per head. All that is really involved is correspondence with these individuals, arranging their tours of duty, perhaps uniforms, and probably some administrative duty in connection with funds for the Camp Comforts Fund. My own feeling is that after the ~~suggest~~ organization has been completed, the work cannot possibly employ an individual more than two or three hours each day. I do not fancy that that average number of letters will be more than four to each individual in each Province; that is, about two thousand letters a year, or seven aday.

That is the chief duty. Now Provinces vary in regard to the activity of their local Associations. They also vary with regard to travelling expenses, and these variations must be dealt with individually, and an adjustment come to with each Province having regard to local conditions. But I do not think that intimate connection with the Air Force Association is of the first importance. In the first place, that connection will give the members of the Air Force, the pilot and officers in the Provinces, who join the Association, a sense of direct personal interest that they will not get in any other way. That is, if they have a volunteer association and are in touch with the Secretary of the Canadian Air Force Association, the thing will work out a great deal better than if the Canadian Air Force Association all by itself, and does not come in contact with the individuals except in the way of business. So that I feel it is important not only from the point of view of economy, but for the sake of efficient administration, these affiliations with the local associations, should, if possible, be made, and if I am anywhere nearly right, with regard to the amount of work that the Canadian Air Force Association Secretary will have to do, while it will be important, he should have some other duties to fill up his time. Different points of view have developed as to what was intended. I should like to sit down separately with the members of the Executive of each of the Provinces and ascertain what their requirements are, and make a recommendation to the Air Board accordingly. And from what I have heard, I do not think I need to say that an increase is unnecessary. "

Mayor Gray:

"I am sure that Col. Biggar's remarks on this subject are thoroughly understood and we appreciate them..

Capt. Dean:-

"Will the Provincial Executive have the privilege of franking their letters? "

Col. Biggar:

"No, those addressed to the Department of Government at Ottawa go free, but no public department out of Ottawa franks its letters."

3. Establishment of Air Harbours.

Mayor Gray

"There are two other questions which I might ask - Has there been any procedure to establish air dromes in the East, that is, local airdromes?"

Col. Biggar:

"No, the only step that has been taken towards the provision of airdromes in the East is that a piece of ground belonging to the Crown has been borrowed from the Militia Dept. for the purpose of making airdrome at Ottawa for the purpose of carrying on some experiments. Nothing else has been done in this way. As you know the Air Board decided some months ago that it would not undertake the provision of terminal facilities for air navigation. It was open to adopt the principle applied to the provision of harbours for watercraft but so far as air navigation was concerned this was cast aside for the reason that there is a wide difference between the number of harbours for water transport and the number that are possible harbours for air transport. There is not an enormous amount of navigable water in Canada, but every urban municipality no matter where situated is a possible terminal or way port for air navigation. The result of our adopting the same policy as applies to water harbours would have been to involve us in an overwhelming large expense. The money is not available. Our finances will not permit of any unnecessary burden at present, and we have to be as economical as possible. Our public treasury is as low as it can safely be allowed to get and we are probably going to pay more taxes hereafter than now. It was decided that the Air Board would only provide air harbour facilities on air routes on which the municipalities were ~~to participate for~~ too far apart for safe navigation. We have already begun to carry that out. Between Winnipeg and Eastern Canada it is perfectly obvious that no authority except that of the Dominion Government can provide airdromes. We have already two officers going over the land from here eastward looking out possible grounds with a view to acquiring them from the Ontario Government. We have also two officers looking out the ground from Calgary westward across the mountains to Vancouver where there will not be enough municipalities to provide necessary safety along the road, and the officers of Col. Scott's department in the course of their travels through Quebec are looking out the road from Quebec eastward from Toronto to Detroit. Those are the only three routes under investigation at present. In connection with the flight which the American Government wanted to undertake from New York to Alaska, which is probably going to come off in the middle of this month, they sent an officer from Washington, with whom we associated a Canadian officer, to examine the road from Regina northward to Saskatoon to Edmonton and westward to the Coast. They were going to turn north at Haxelton and go along the line of the government telegraphs but they decided to go outside the Coast range instead of inside so that our interest practically stops at Prince Rupert. That is all that is being done in regard to airdromes except for the issue of licenses."

Capt. Hember:

"Col. Biggar was talking just now about aerodrome and their establishment. There is one important point in that connection. The decision in Ontario with regard to municipal aerodromes is that no public funds can be used for them. We found that out later in our last session, and for that reason we are now getting a special Act through. At the next session of the Ontario Legislature, we will endeavor to put through a short bill which will give municipalities power to spend public funds for these aerodromes."

5. Trans Canada Flight.

Capt. Dean:

"There is one thing that I would like to bring up. In the first place I think everyone will agree that the Canadians made a name for themselves in the air in the late war. After the armistice the Australians flew to Australia, the South Africans flew to South Africa, I was going to say the Indians flew to India but as a matter of fact a machine was flown to India, and so on. So far, Canada, although quite capable of making a flight of that kind, has not done anything at all in that way and I would like to know whether the Government has ever considered detailing a machine and certain officers for a flight say from Halifax to Victoria. It would cost money certainly but it would be worth it. It would create tremendous interest throughout the whole Dominion and this machine could touch of course at all the different towns where facilities could be arranged for its reception and despatch."

Col. Biggar:

"The question of course of detailing officers and machines for any such purpose has never been considered because the Canadian Air Force is not yet organized for the purpose of undertaking any such duty, but I am going to be perfectly frank and say that a proposal was made to the Air Board by a private individual to undertake himself a flight from the Pacific to the Atlantic and he asked for official recognition and blessing on that flight. I think he wanted to carry some mail or something like that. The question was taken up by the technical officers of the Board, Col. Leckie and Col. Scott - and it was unanimously decided that no such recognition should be given. The reason for that decision, which appeared to be quite satisfactory to the individual concerned, was that if the flight succeeded the effect would be to make the public feel that ground facilities were not of the first importance. As you all know that they are, and if it failed, it would do more harm than good."

Capt. Dean:

"I was not suggesting for one moment that a flight of that kind should be taken under private auspices. I was merely suggesting that the Air Board organize and attempt a flight."

Col. Biggar:

"The reasons given against the unofficial flight would apply more strongly to an official flight."

6. Courts and boards of enquiry.

Capt. Hember:

"Under the constitution for the Canadian Air Force Association, one of the duties of the Executives would be to select officers to constitute Boards of Enquiry in case of accident. Now there is the matter of what the fees of these officers would be. Has that been taken into consideration?"

Commodore Tylec:

"It is proposed in the regulations that when a man is on a Board of Enquiry he will be considered as on duty on pay, and would come in for travelling allowances and everything."

7. Uniform.

Capt. Delhaye:

"We have seen the uniform design, but so far no one has given any opinion as to any alterations that should be made. Are there any suggestions about the uniform? First of all, as we all know, when we were in the flying corps we all had the shock of our lives when we saw the first blue uniform. The navy blue uniform with an army cut would be a good uniform - but the buttons on this uniform here look like those of a C.P.R. conductor. Then the shoulder straps. What are they for? Of course, I suppose they are for insignia denoting ranks but why not have these insignia on the sleeves, that would cut expenses a good deal. Take a tip from the French and use what they use. They use a little bit of metal on the arm, making it very neat, and I would suggest that be taken up. Another thing that was suggested was that a forage cap be used up as high as Captain, and for field rank a cap would be used. Why not forage caps for everyone and have no distinction made? That makes too big a difference and I think the cap should be the same for everybody."

Lieut. Spence:

"About mechanics now. I was in the ranks longer than I was a commissioned officer and I naturally have a soft spot in my heart for the ranks. I fully believe that in order to give the proper esprit de corps we should make our boys proud of our uniform. I do believe ~~that~~ that neat chevrons are needed. We might as well have the best design and the best markings possible. As a suggestion, instead of those large ugly looking stripes, copy some of the French style - they are much neater. Also would it not be as well to have some distinction, as a bird on the sleeves, or something of that nature? The boys should

take a pride in their uniform, and we should make it as neat as possible for them.

Capt. Dean -

"In regard to the caps. I think we should worry more about what is under the caps".

Lieut. Stewart.

"There is the matter of war time observers. If they take their wings in Canada, will there be some system to show that they were observers in the R.A.F.?"

Commodore Tyles:

"Yes"

8. Research and University Aeronautical Training.

Capt. Cathcart.

"Is there such a thing as a Research Department in any Department of the Air Force? We hear what the Germans are doing, and a most reliable authority states that they are giving a great deal of attention to improving present air planes. I would like to know if there is such a Department in Canada.

"Are there any steps being taken in the various colleges in Canada to have a chair of aviation, some course to be put in the ordinary programme of the universities, which prepares a man who comes from the universities for flying?"

Col. Biggar:

"To the first question, to use Parliamentary language, the answer is in the affirmative. We have been very lucky in regard to our research organization. Some five months ago, I asked Dr. McCallum the Administrative Chairman of the Honorary Advisory Council for Scientific and Industrial Research, to form an Air Research Committee and the result was that the Associate Air Research Committee, under the Honorary Advisory Council was formed, and Professor Eve, of McGill University was made Chairman of it. Mr. Durley, the Secretary of the Engineering Standards Association of Canada, became the Secretary, and other members were Dr. McLellan of Toronto University, and Mr. Parkin, a lecturer in that University. There is also a large number of associate members from all Universities. That committee has done and is doing a great deal of work in the direction of organizing research. All proposals with regard to improvements of air craft of any kind, are automatically sent to it, and they are considered by someone who is qualified to do so. We have also got from Parliament a grant this year of \$50,000 for experimental flying and research work, and while that does not appear very large by comparison with the English appropriation,